PRIX EDITIONS

INTERNATIONAL

£2.50 U.K.
$6.00 AUSTRALIA
$7.75 N.Z. (INC. GST)
$5.00 U.S.A.
$5.00 CANADA

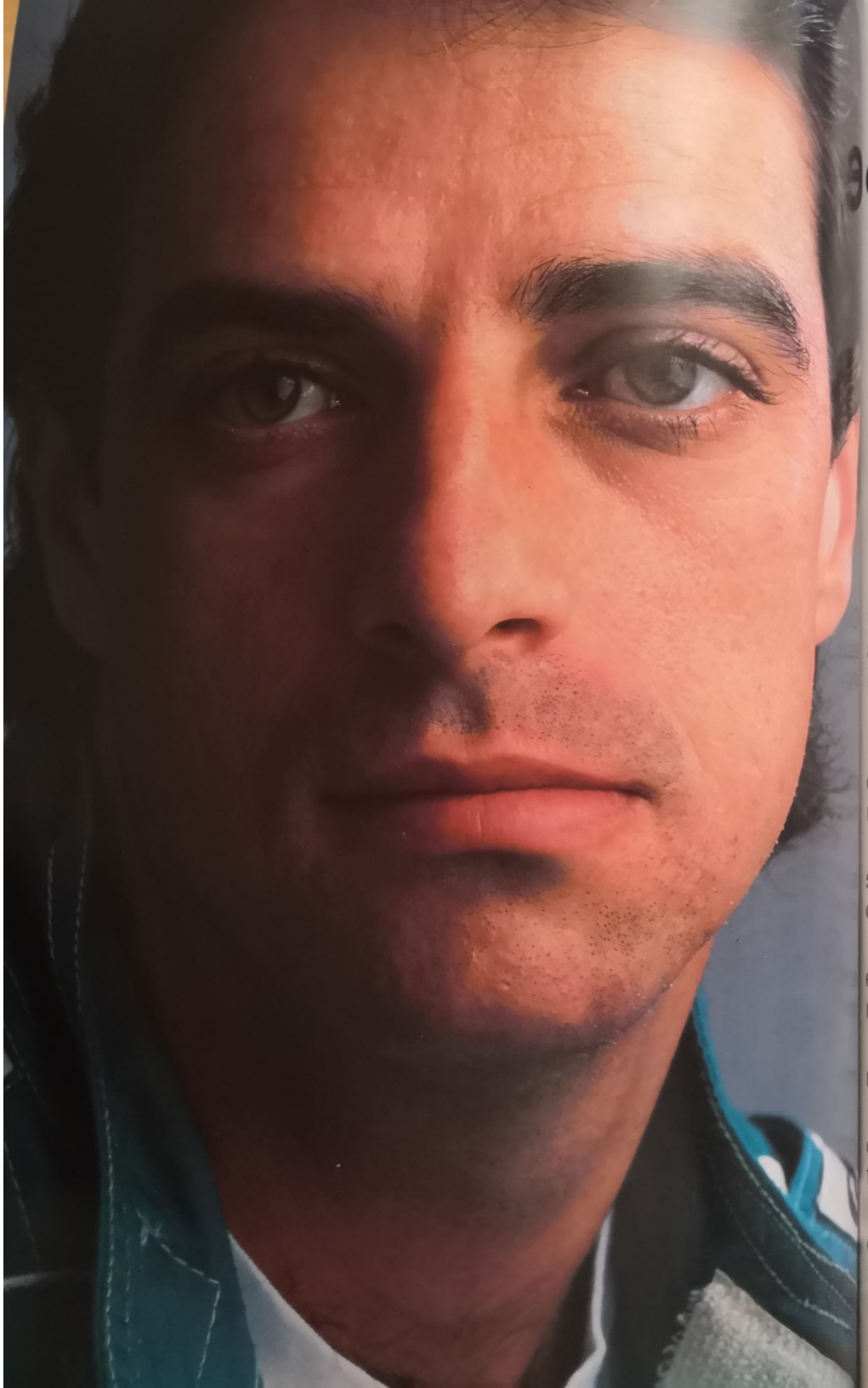
VOLUME 2, NO.4 DECEMBER 1988

AUSTRALIAN G.P.
FINALE FOR THE SEASON

MANSELL — TOUGH
GOING IN 1988

RON DENNIS SPEAKS OUT

LATEST DRIVER & TEAM CHANGES



Even under extreme pressure, this is one Italian who won't blow his top.

The green light at the start of a Grand Prix signals the beginning of approximately two hours of the most intense pressure imaginable.

For both driver and car alike.

That Alessandro Nannini can cope speaks volumes for the driver's nerve and temperament.

That his car stands up to the test so well pays tribute to a supreme feat of engineering.

Then again, the Ford DFR V8 engine in Nannini's Benetton gets as much help as possible.

It is lubricated by what is the most advanced motor oil in the world.

Mobil 1 is a synthetic oil, conceived in the laboratory to deal with the pressures of the big race.

When the temperature inside the engine is at its hottest (a blistering 300°C plus), Mobil 1 works hardest, by lubricating and protecting every moving part, all of the time.

When Nannini's foot is flat down and the rev-counter is way over the 10,000 mark, Mobil 1 still manages to retain its efficiency.

Incredibly enough, by constantly reducing internal friction, it actually helps produce extra b.h.p.

Throughout the 1988 Grand Prix season, Nannini's performances in his normally aspirated Benetton have been a testament to this.

This oil technology, which a multi-million pound outfit puts its faith in, is also available to you.

True, you may not put it through its paces in quite the same way as Nannini does.

But think, the next time you get overheated in a particularly nasty jam, you can be sure the oil in your engine will help keep you cool.

Mobil 1

The world's most advanced motor oil.

THE NEW 16 VALVE ASTRA GTE. (IT'S ONLY A RALLY CAR WHEN IT'S RALLYING.)

The car you see on the left is an exceptionally powerful animal.

It was developed by GM Eurosport, to rally in the 1989 British Open Rally Championship and selected World Rally events.

It can accelerate from 0-60 in a little over 5 seconds. And on full throttle produces over 230 bhp.

The immense power comes from a new 16 valve 2.0 litre engine.

A highly tuned version, in fact, of the same engine that powers the showroom model you see below. The new 16 Valve Astra GTE.

This car is, of course, more refined than its rallying cousin. Central locking, four seats, stereo.

But have we sacrificed performance for comfort? Hardly.

Sequential fuel injection and the very latest Bosch Motronic engine management system will rocket you from 0-60 in 7.3 seconds.

Put your foot down and its 156hp could pull you along at 137mph.

True, up against its rallying stablemate it would almost certainly come second.

But in the eyes of Car Magazine, it's an outright winner.

They describe its acceleration as 'amazing.' And its engine, they say, is 'the most eager you'll encounter this side of a Porsche.' High praise indeed.

For the road, we've also worked on the Astra's handling ability.

Power-assisted steering now comes as standard.

We've given it a new 5-speed close-ratio gearbox to make slick gear changes even slicker.

We've improved braking by adding 10.2 inch solid rear disc brakes to the ventilated front discs we already have.

We've modified the chassis by lowering the ride height, giving even better stability and traction on all road surfaces.

And we've also uprated the suspension by fitting stiffer springs front and rear, and gas shock absorbers all round.

But you'll only appreciate these differences when you get behind the wheel.

To look at, the GTE is as elegant as ever.

You may well spot the discreet 16 valve badges on the rear tailgate and front airdam. A closer look might reveal the twin rectangular exhaust pipes.

But to us the real beauty in this beast lies beneath the bonnet.

The new 16 valve Astra GTE. £12,196.

THE 16 VALVE ASTRA GTE.

VAUXHALL. ONCE DRIVEN, FOREVER SMITTEN.

VAUXHALL IS BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS. CAR SHOWN ON THE RIGHT: ASTRA 16V GTE. PRICE £12,196. INCLUDES CAR TAX AND VAT, BUT EXCLUDES DELIVERY AND NUMBER PLATES. PRICE CORRECT AT TIME OF GOING TO PRESS. PERFORMANCE FIGURES AND QUOTES FOR THE SHOWROOM MODEL FROM "CAR" MAGAZINE MAY '88 EDITION. ALL OTHER FIGURES MANUFACTURER'S DATA.

The 24 hour service

Autoglass are on hand, around the clock, when motorists of Britain break any glass in their vehicle. The service that is recommended by Motor Insurers and the AA to members, moves into top gear when drivers of cars, coaches, trucks or heavy plant dial direct free on 0800 36 36 36. A centrally controlled network of bases ensure fast and efficient service, nationwide.

Autoglass are proud of their track record – whether the glass is fitted in a base or, in an emergency, on the road by one of their fleet in the distinctive red and gold livery that is the mark of an organisation working day and night to maintain its lead in automotive glass replacement.

AUTOGLASS

AUTOMOTIVE GLASS REPLACEMENT CHAMPIONS

Autoglass, P.O. Box 50, Clifton House, Goldington Road, BEDFORD, MK40 3YP

CONTENTS

World News Dan Knutson ____ 6
Australian Grand Prix Report David Tremayne ____ 10
The Magic Roundabout David Tremayne ____ 20
Season At It's Close Stuart Sykes ____ 26
Ayrton Senna — Champion at Last Frank Pangallo ____ 34
Japanese Grand Prix Report David Tremayne ____ 40
A Long Way To Go Eddie Cheever Dan Knutson ____ 46
Ron Dennis—The Coolest Head at McLaren Frank Pangallo ____ 52
Spanish Grand Prix Report David Tremayne ____ 56
Portuguese Grand Prix Report David Tremayne ____ 62
Palmer's Formula 1 Jonathan Palmer ____ 68
Herbert Ready for the Big Time Byron Young ____ 72
Grand Prix Merchandise ____ 76
Nelson Piquet — Looking Forward to 1988 ____ 78
Yannick Dalmas — A Star of Tomorrow Bojan Prosenc ____ 81
Mansell — Tough in 1988 Dan Knutson ____ 85
Click Competition ____ 94
Message From The Publishers ____ 96

Alain Prost on his way to his Australian Grand Prix victory.

Photo: John Blakemore

Prix Editions International is published by
Murray-Bond Corporation Pty Ltd
300 Flinders Street
Adelaide
South Australia 5000
Phone: (08) 223 6313
Fax: (08) 223 7278

London Office
Prix Editions International Ltd
Surrey House
34 Eden Street
Kingston-upon-Thames
Surrey KT1 1ER
Phone: (01) 549 3444
Fax: (01) 546 6642

Enquiries and Subscriptions
Noreen Norris

Executive Editor and Publisher
Peter A Murray

Publishers
Sallyanne Bond
Peter A Murray

Advertising UK
Steve Luengo
Aim Publications Ltd
Silver House
31-35 Beak Street
London W1R 3LD
Phone (01) 437 0796
Fax (01) 437 8787

Executive Secretary/Accounts
Angela Denton

Art Director
Cynthia Hartwig

Typesetting
Roxene Stanford

Australian Subscriptions Manager
Tracy Gebert

Contributors
David Tremayne
Stuart Sykes
Jonathan Palmer
Dan Knutson
Frank Pangallo
Bojan Prosenc
Colin Young
Byron Young

Photographers
Lukas Gorys
Dominique Leroy
John Blakemore
Zooom
Sporting Pictures (U.K.) Ltd.
Autofoto
Peter Nygaard
Rougier
Marlboro Press Service
Stephen Barnard
Distributed in Australia by
Gordon and Gotch Ltd Sydney
Distributed in the United Kingdom by
Seymour
Distributed in Europe by
International Press Distributors
Distributed in New Zealand by
Magazine Distributors
Printed in Australia by
Bridge Printery (Sales) Pty Ltd Sydney
Printed in the United Kingdom by
Presscraft
Colour Separations — Scantec — Adelaide
*Recommended retail price

All rights reserved. All articles are their author's sole and entire responsibility. The views expressed in this magazine are not necessarily those of the publisher. This magazine may not be reproduced in whole or in part without written permission from the Publishers. Unsolicited material will be considered, without any obligation, responsibility or guarantee of return on Prix Editions part.

World News

BY DAN KNUTSON

ADELAIDE, Australia — "I think from some quarters in motorsport we deserve an apology," McLaren director Ron Dennis told the world's racing press Thursday.

Speaking at a Shell press conference, Dennis lashed out at the Formula One governing body FISA and the press which speculated and accused the Marlboro McLaren team and Honda of purposely trying to change the outcome of races by altering the cars of Alain Prost and Ayrton Senna.

The issue got to the point where, prior to the Japanese Grand Prix, FISA president Jean-Marie Balestre wrote a letter to Honda and asked them to ensure that Prost and Senna received equal equipment. Honda wrote back saying that they always have and always will be fair.

Prost had a comfortable lead in Japan, but gearbox troubles slowed him. Senna went by to win the race and the championship. Afterwards Balestre personally requested that FISA technical inspectors be allowed to look at the two gearboxes to see that there had been no foul play.

McLaren complied for the first and last time. "This sets an extremely dangerous precedent when we allow the motor sports authorities to do anything more than interpret the rules," Dennis said. (After examining Prost's faulty gearbox here in Australia, the McLaren team issued a release saying that his gear selection problems in Japan were almost certainly the product of a distorted clutch. "The slightly rounded dog-ring found in the gearbox," the release went on to say, "was therefore probably the product rather than the cause of his selection problems.")

Dennis asked for a show of hands of how many of the press really believed that McLaren and Honda try to favour one driver over the other. Nobody raised their hand. "If that's the case," Dennis asked, "why make such a meal out of it when fairness and equality is such a fundamental principle of our company? You have done us a diservice."

Part of the problem is that immediately after the race McLaren knows little of what actually happened to the cars. It takes four hours to decipher all the computer readouts, and other problems can't be determined until the cars have been stripped down back at the factory. "We are unable to give accurate information," Dennis said, "so we often give none."

The press, Dennis said, often speculate on the limited information they glean right after the race.

One pressman said that part of the problem was McLaren's reluctance to give out information.

"I'm not inaccessible," Dennis said. "I'm doing my job. My priorities are to win races. I never tell a lie. I might be short on the truth if I fear I might give a technical secret away to another team."

Dennis said that he had chosen this race, now that the championship had been settled, to try to end the controversy. He said that minor differences between cars will always exist. "It is technically impossible to give drivers the same equipment," he said. "These differences don't appear on the test bed, only on race day."

Remember how much fun the last day of school was before the holidays? Remember the best party you ever went to? Remember the best race track facility you have visited?

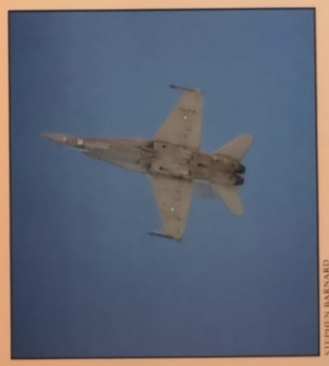
Add it all together, multiply it by 100, and you begin to get a feel for the fabulous show the Australians put on in Adelaide. The Fosters-sponsored Australian Grand Prix is by far the best organized Formula One race on the calendar. The temporary street course has facilities that top any other street race and many of the world's permanent tracks as well.

The Australians build complete pit garage and hospitality units and grandstands just for the weekend. They even install rest rooms with hot and cold running water and flush toilets.

The town saw non stop parties and functions for a week. And out at the track the spectators saw much more than just Formula One cars as the schedule had support races running late into the afternoon. During the lunch break the action didn't stop — out on the track you could watch a parade of classic race and street cars while an airshow took place overhead.

Everyone in town knew and talked about the race. At the circuit race officials, workers and security guards were courteous and helpful.

"Adelaide Alive" is the race's slogan and it certainly sums up the Australian Grand Prix.

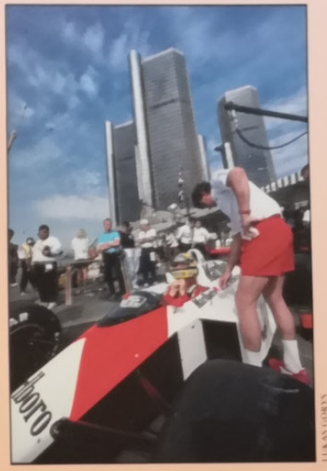


Part of the festivities for the mechanics included a skeet shooting competition (won by the Leyton House March team) and a sailing regatta (won by the USF&G Arrows team.)

The Detroit Grand Prix, home of the USA Grand Prix since 1982, is no more. FISA and FOCA failed to reach an agreement with the Detroit organizers, and FISA issued a release saying that Detroit "not able to comply with the safety criteria to stage an FIA Formula One Championship event."

Detroit mayor Coleman A. Young told a Detroit newspaper "The real reason is money, and those guys (FOCA and FISA) are greedy. They didn't break off negotiations — we did."

CART has signed an agreement with Detroit to hold an Indy Car race on the Grand Prix course for the next three years.



While many members of the Grand Prix fraternity didn't like the actual Detroit track, they were upset with the news that Detroit will no longer host the United States Grand Prix, and with the possibility that the U.S. may have no Formula One race in 1989 . Here's what some of them had to say about it.

McLaren director Creighton Brown: "It's important that we should have a Grand Prix in the United States. It was very appropriate that the race should have been held in Motown."

Benetton Ford team manager Peter Collins: "We're going to miss racing in Detroit. Ford worked hard with FISA to keep the race in Detroit."

Gerhard Berger: "We would like to drive in North America, but the conditions must be right."

Philippe Alliot: "We (Lola) have an American engine next year (the Chrysler-owned Lamborghini). We need an American Grand Prix next year."

Ken Tyrrell: "I can't understand why the Detroit organizers would downgrade to a "national series" (He was referring to CART and the fact that all the CART cars are built in Britain).

Bernie Ecclestone says that Laguna Seca is the best bet to be the new site of the United States Grand Prix. There is a chance that it could appear on the 1989 schedule.

The fuel that Thierry Boutsen used in his Benetton Ford to finish third in the Belgian Grand Prix has been found illegal. FISA has yet to decide what type of penalty they will assess.

Minardi has confirmed that it will be using the new flat 12 Subaru engine in 1989 .

Austrian Gerhard Berger has yet to do his mandatory year of national service. Berger, 29, met with Austrian officials and said he would like to do his stint in the army, but only after the end of his Formula One career. They couldn't reach an agreement. Now the Austrian Minister of Defence has sent Berger a letter informing him that he will be required to do a year of national service before 1991.

The end of school feeling permeated the Formula One paddock here at the last of the 16 Formula One races. Camel Lotus PR man Byron Young entered into the spirit of it all with his press release after Saturday's qualifying.

Japan's Satoru Nakajima was quoted to have been pleased to have improved is "glid position" despite traffic on his "frying lap" and his "bloken engine."

As for Nelson Piquet . . . Question: "How was the engine?" Answer: "Fine, it sat there behind me for the entire session." Question: "And what's the cockpit like in this heat?" Answer: "A small area , with steering wheel, pedals and dials."

The Royal Australian Air Force offered a ride in a Mirage Fighter jet to the winner of the Grand Prix. "We believe we can offer the drivers more excitement in the Mirage than they'll get from a Formula One car," said Group Captain Kevin Bricknell. "It's the ultimate experience."

American Eddie Cheever is one driver who would give almost anything for a ride in a jet fighter. He was like an excited little boy at a circus Friday as he watched two F18 jets flash and twirl above the paddock.
Cheever will again drive for the USF&G Arrows team in 1989 .

PETER NYGAARD

After driving both Formula One and sports cars for the past two years I'm looking forward to concentrating on one category in 1989," Cheever said. "In spite of my team and my two co-drivers winning their (endurance sports car) championships, I am finding it increasingly difficult to do both series because of the travel schedule."

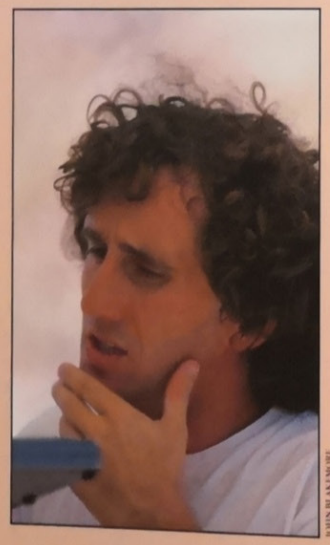
Larrousse Calmels Lola driver Yannick Dalmas had to miss the Japanese and Australian races due to a case of Legionairres disease. Here in Australia his place was taken by French Formula 3000 driver Pierre-Henri Raphanel. He failed to qualify.

This was the last race for turbo-charged engines which will be banned in 1989. In 1977 Renault was the first manufacturer to build a turbo in the modern Formula One era, and turbo-charged cars have won every world championship since 1983.
The turbo era ended here in Adelaide with the Honda V6, the Ferrari V6, the Megatron in-line 4, the Zakspeed in-line 4 and the Osella Alfa V8 seeing competition for the last time.
"I really wanted to finish the season with a win," Prost said afterwards. "I won 35 races with turbos, and I really wanted to win the last turbo race."

FISA's Formula One press officer — the charming Isabelle Magnillat — has resigned her post. Next year Martin Whitaker, the press officer of Britain's Royal Automobile Club, will look after the Grand Prix press corp.

While he still maintains a partial interest, Bernie Ecclestone has sold his Brabham Formula One team to a group which includes IMSA/Formula One entrant Walter Brun and former Williams PR man Peter Windsor. Judd engines will be used, but the driver line-up and other team plans have yet to be released.

Oscar Larrauri has not had a successful season in Formula One and has often failed to qualify his EuroBrun Ford. He will not return to Grand Prix competition next season. Instead he will concentrate on IMSA and sports cars racing.



JOHN BLAKSMORE

Camel Team Lotus announced Sunday that Satoru Nakajima will remain as Nelson Piquet's partner in 1989. Nakajima's name had been linked with several other teams because he had a reported $2 million in personal sponsorship. One of Nakajima's backers is Epson computers, and they along with the PIAA car accessory company will supply increased sponsorship to Lotus next year. Lotus also confirmed that former Williams engineer Frank Dernie would be their new Technical Director.

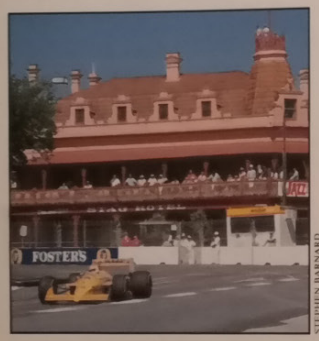
After the races thousands of spectators turned the pit straight into an open air market. On the other side of the pitwall could be found the mechanics who sold their team shirts and other Formula One goodies.

Prost's seventh win of the season gave him an incredible total of 105 points. But as the rules only allow a driver to count his 11 best finishes, Prost ended up with 87 points. Senna, with eight wins to Prost's seven, had a total of 94 points from which he could count 90. Prost wasn't bitter about losing the championship. "That's the rule," he said, "and we have to accept it. I don't want to spoil (Senna's championship)." In the future, though, Prost recommended that more points be given for winning races. And he said the best of 11 rule is bad for the sport because the casual spectator can't understand how someone can have more points and still lose the championship.

TESTED BY BERGER AT MONZA
FOR YOU ON THE M1

MAGNETI MARELLI

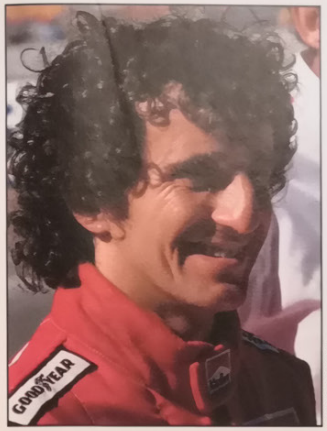
AUSTRALIAN GRAND PRIX



STEPHEN BARNARD

Once he'd moved ahead of Prost, Berger then ripped away into what appeared a healthy lead, and the commentators went wild. Sadly, it was all show, born of his frustration at having to conserve his thirsty Ferrari's fuel so many times this year.

BY DAVID TREMAYNE



JOHN BLAKEMORE

JOHN BLAKEMORE

On the face of it, the season ended as it had begun in Brazil, when Alain Prost won the finale in the streets of Adelaide. But where Rio brought him an easy victory, he had to fight every inch of the way in Australia for the 25th triumph of his glittering career.

This time, however, his World Champion team-mate Ayrton Senna was not his main rival, and neither was Gerhard Berger, even though the Ferrari driver passed both McLarens in the first 13 laps and seemed set to pull away before an unfortunate tangle with Rene Arnoux sidelined him.

Prost knew from the start that it wasn't the Austrian he had to fear, but the punishment Adelaide metes out to brakes. Especially carbon fibre discs. Prost hadn't forgotten the shattered disc he suffered last year, nor how Keke Rosberg's MP4/2 was developing a similar fault in the great 1986 race, before tyre failure stopped him in the nick of time. Thus he was perfectly happy, having grabbed the lead off the line from a tardy Senna, to let Berger do his grandstanding act and have his moment of glory.

Over breakfast that morning the Ferrari pilot had told Alain that he would be out for glory early on, and that he shouldn't be surprised when he overtook, and it was more Senna who was taken aback as Gerhard thrust the F187/88C rudely past at the end of Dequetteville on lap three. So rudely, in fact, that they made sharp contact.

Once he'd moved ahead of Prost, Berger then ripped away into what appeared a healthy lead, and the commentators went wild. Sadly, it was all show, born of his frustration at having to conserve his thirsty Ferrari's fuel so many times this year. "This is the last race of the turbocharged era, and I'm not messing about stroking round for fifth", he'd told Prost. Mr. Berger is a racer, you see, and he has had so much fuel economy driving as he can stand.

JOHN BLAKEMORE

JOHN BLAKEMORE

JOHN BLAKEMORE

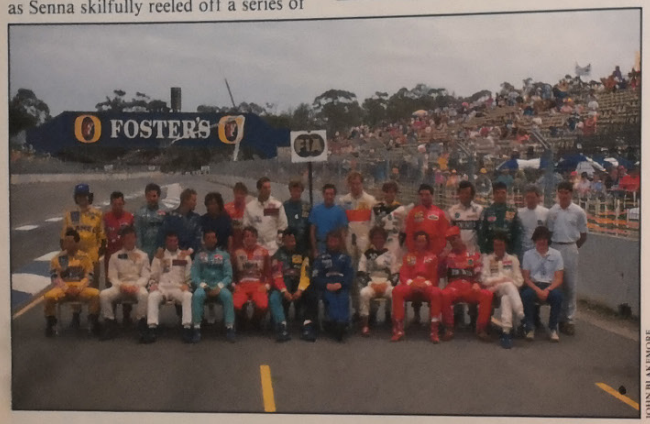
While it lasted it was glorious, and if you forgot for a moment about all his qualifying grief over consumption you could pretend it was for real. Sadly, it wasn 't, and after an unhappy Michele Alboreto had been nudged out of his last race for Ferrari on the first lap, by Alex Caffi, a bad day for the Prancing Horse was completed on lap 26 when he tripped over Arnoux trying the same move that had taken him by the McLarens. He started it a little far back this time, however, and for once Rene was relatively innocent. Gerhard strolled back, telling the gullible that yes, of course he'd had fuel in hand. He was on schedule down to the last 100 metres. And the Pope isn't a Catholic . . .

That really should have left Prost in the clear, but already he was having gearshift trouble, particularly with the change from second to third, and admitted he was missing quite a few. Senna, too, was finding third gear jumping out occasionally, as Nelson Piquet chased them while fending off a strong challenge from Williams teamsters Riccardo Patrese and Nigel Mansell.

Then, on lap 47, Pier-Luigi Martini lost his Minardi in the faster of the two chicanes, spinning through 360 degrees right in front of a chasing Stefan Johansson. The Swede managed to avoid the M188, but Mauricio Gugelmin was less fortunate. As he braked, the lapped Satoru Nakajima piled into the back of him, rendering both instant retirements. Debris was thrown over the track, and a lap later a piece smashed the endplate skirt on Prost's left nose wing, inducing instant understeer. For the remainder of the event he thus had to juggle with his onboard damper and rollbar adjusters to optimise his handling balance, while simultaneously maintaining his lead. Not for nothing is

he known as The Professor.
Senna, meanwhile, was unable to capitalise on his team-mate's ill fortune, as he lost second gear altogether by lap 58, and as Piquet began to slash into his advantage he was obliged to run maximum boost and the richest fuel mixture in the fast parts of the course, and the minimum settings on the slower sections, where he relied on his McLaren's handling to minimise the disadvantage.
For some time Nelson made inroads, but as Senna skilfully reeled off a series of

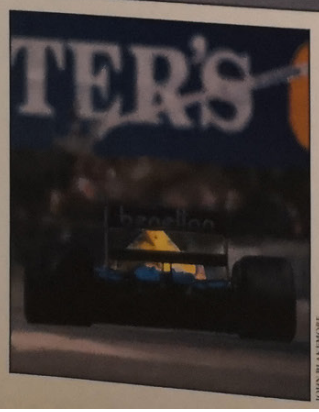
JOHN BLAKEMORE



JOHN BLAKEMORE

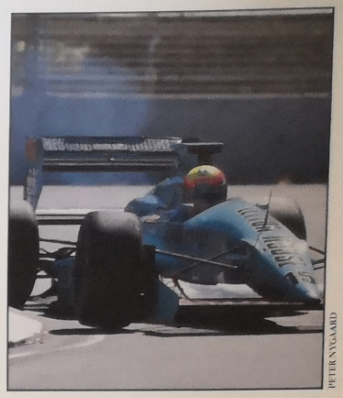
1m 22s laps he gradually eased away again, and as he slowed dramatically in the final stages as his fuel consumption became critical, he managed to eke out his cushion to the flag.
When Patrese finally vacated fourth by spinning in the left-hander leading to East Terrace, Mansell seized the chance to close in and hound Piquet, but both Williams were in brake trouble, as they had been in qualifying. Though Nigel got right on to Nelson's tail on lap 59, the Brazilian pulled away again, and seven laps later Mansell spun backwards into the wall at the same spot as Patrese had. The Englishman was out, leaving his partner to defend team honour with fourth place on tyres that were flat spotted slightly in his own misdemeanour.
Capelli should have benefited from Mansell's demise, but the March was never as quick as expected in Adelaide, and neither were the Benettons. The Italian had dropped to seventh behind a charging de Cesaris when he picked up a puncture from the chicane debris, but at least that gave him the chance to pit and get rid of Goodyears that had gone off to the point where his qualifying handling imbalance had returned. Though he still had some brake problems he then stormed back, benefitting from retirements, to take sixth.
De Cesaris' tenure of fifth place as the race drew to its close came under stern

PETER NYGAARD


JOHN BLAKEMORE

threat from Thierry Boutsen, who found his Benetton gripless and got caught out with a spin early on. As he recovered his Cosworth DFS would lapse occasionally on to seven cylinders, and 10 laps from the end it broke an exhaust, but just as it seemed the Italian had enough in hand to keep him at bay, the Rial ran out of fuel.
Sandro Nannini, in the other Benetton, had run right behind Capelli after being overtaken for seventh on lap three, but a second spin resulted in him retiring with a stalled engine that wouldn't restart.
Alex Caffi should have figured strongly but for transmission failure on lap 33; the little Italian was pushing hard in 11th at the time, after electrifying in qualifying. His retirement left Philippe Streiff to chase and then pass Derek Warwick's throttle response-troubled Arrows, as Johansson stayed ahead of the recovered Martini, only car lengths ahead of Eddie Cheever and Nannini. Eventually, Derek gave up the unequal struggle in a car he felt made him a danger to others, while Eddie quit when his Megatron engine consumed itself. All told, the weekened was a disaster for the USF&G-backed team.
As Streiff seemed set for a crack at the points, the AGS suddenly stuttered, apparently out of fuel, and then Johansson's hopes of preventing Ligier having to pre-qualify in 1989 took a dump when the same fate befell him after a typically gritty charge. Martini was thus left to pick up seventh after an adventurous run, while team-mate Luis Sala dropped out on lap 42 when his engine could no longer stand the strain of being used to compensate for a spongey brake pedal.
Both Euro Bruns made the race, and both retired with broken driveshafts, Stefano Modena impressing with a charge after starting from the back when his engine refused to fire on the green flag lap. However, the recalcitrant engine hampered his progress thereafter,

JOHN BLAKEMORE


PETER NYGAARD

as one did for Piercarlo Ghinzani, whose was put out of his misery when the Zakspeed ate its fuel pump.
Jonathan Palmer was also out of luck when his Tyrrell quit 16th place after 17 laps with a broken crownwheel and pinion, while Julian Bailey, like Bernd Schneider and Gabriele Tarquini, failed to qualify. So did newcomer Pierre-Henri Raphanel, replacing the unwell Yannick Dalmas in the Larrousse Calmels Lola. However, Philippe Alliot was classified 10th after a tricky drive in the gripless LC88, although he, too, was another to run out of fuel before the finish.
The Australian Grand Prix, though, was the story of the 1988 season, with the McLarens winning despite their respective troubles.
"With the broken nose skirt the car was a nightmare to drive," said Prost when it was all over, but somehow that made his victory even sweeter. "After all the politics in recent weeks I really wanted to win this one, to prove a point, but also because it was the last ever turbo race. It was important to me in that respect."
And who knows, maybe it was also part of The Terrorist's winter tactics. Ayrton Senna may have had his share of troubles in Adelaide, but so did Prost. His 35th victory served to underline that he is far from a spent force and, turbos or not, the two seem set to repeat their epic duel all over again in 1989 . . . ■

JOHN BLAKEMORE

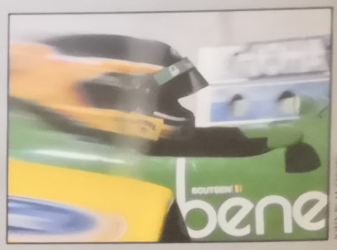
PETER NYGAARD

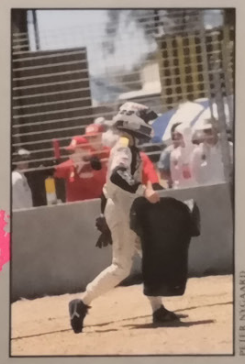
AUSTRALIAN GRAND PRIX

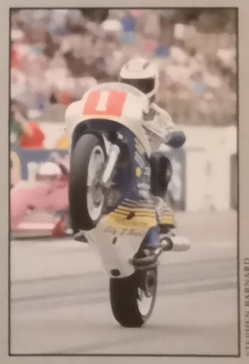
THE GLAMOUR

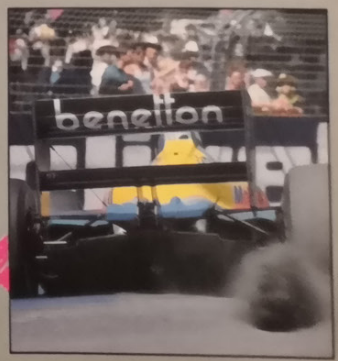
AUSTRALIAN GRAND PRIX

THE EXCITEMENT



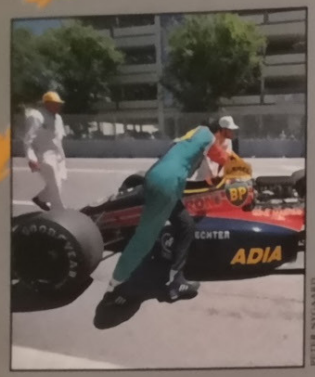






AUSTRALIAN GRAND PRIX

THE QUALIFYING



PETER NYGAARD

JOHN BLAKEMORE

STEPHEN BARNARD

STEPHEN BARNARD

JOHN BLAKEMORE

DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	90 (94 gross)
2	Alain Prost	87 (105 gross)
3	Gerhard Berger	41
4	Thierry Boutsen	31
5	Michele Alboreto	24
6	Nelson Piquet	20
7	Ivan Capelli	15
	Alessandro Nannini	15
	Derek Warwick	15
10	Nigel Mansell	12
11	Riccardo Patrese	8
12	Eddie Cheever	5
	Mauricio Gugelmin	5
	Jonathan Palmer	5
15	Andrea de Cesaris	3
16	Pier-Luigi Martini	1
	Satoru Nakajima	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

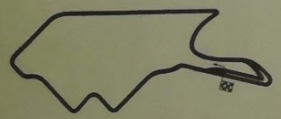
Pos	Team	Total
1	McLaren-Honda	199
2	Ferrari	65
3	Benetton-Ford	46
4	Lotus-Honda	21
5	Williams-Judd	20
	Arrows-Megatron	20
	March-Judd	20
8	Tyrrell-Ford	5
9	Rial-Ford	3
10	Minardi-Ford	1

1988 AUSTRALIAN FORMULA ONE GRAND PRIX

LENGTH

3.778 km

2.348 miles



FASTEST LAPS

Driver	Time	Lap
Alain Prost	1m21.216s	59
Nelson Piquet	1m21.502s	62
Ivan Capelli	1m21.526s	69
Ayrton Senna	1m21.668s	39
Andrea de Cesaris	1m21.677s	77
Nigel Mansell	1m21.713s	55
Thierry Boutsen	1m21.793s	77
Gerhard Berger	1m21.900s	21
Riccardo Patrese	1m21.948s	62
Philippe Streiff	1m22.288s	56
Stefan Johansson	1m22.433s	73
Alessandro Nannini	1m22.467s	61
Philippe Alliot	1m22.506s	62
Pier-Luigi Martini	1m22.888s	53
Stefano Modena	1m22.935s	40
Luis Sala	1m23.195s	40
Satoru Nakajima	1m23.500s	12
Eddie Cheever	1m23.529s	41
Mauricio Gugelmin	1m23.727s	31
Alex Caffi	1m23.847s	10
Derek Warwick	1m24.064s	10
Jonathan Palmer	1m24.726s	15
Oscar Larrauri	1m24.777s	11
Rene Arnoux	1m25.095s	5
Piercarlo Ghinzani	1m26.100s	8
Michele Alboreto	No time	

STEPHEN BARNARD

OFFICIAL STARTING GRID

A. PROST (1m 17.880s) McLaren-Honda MP4/4	(1) A. SENNA (1m 17.748s) McLaren-Honda MP4/4
G. BERGER (1m 19.517s) Ferrari F187/88C	(2) N. MANSELL (1m 19.427s) Williams-Judd FW12
R. PATRESE (1m 19.925s) Williams-Judd FW12	(3) N. PIQUET (1m 19.535s) Lotus-Honda 100T
A. NANNINI (1m 20.182s) Benetton-Ford B188	(4) D. WARWICK (1m 20.086s) Arrows-Megatron A10B
T. BOUTSEN (1m 20.486s) Benetton-Ford B188	(5) I. CAPELLI (1m 20.459s) March-Judd 881
M. ALBORETO (1m 20.844s) Ferrari F187/88C	(6) A. CAFFI (1m 20.781s) Dallara-Ford Bms 188
P.L. MARTINI (1m 21.133s) Minardi-Ford M188	(7) S. NAKAJIMA (1m 20.852s) Lotus-Honda 100T
P. STREIFF (1m 21.262s) AGS-Ford JH23	(8) A. DE CESARIS (1m 21.164s) Rial-Ford ARC 01
E. CHEEVER (1m 21.393s) Arrows-Megatron A10B	(9) J. PALMER (1m 21.307s) Tyrell-Ford 017
S. MODENA (1m 21.856s) Euro Brun-Ford ER188	(10) M. GUGELMIN (1m 21.554s) March-Judd 881
S. JOHANSSON (1m 21.988s) Ligier-Judd JS31	(11) L. SALA (1m 21.893s) Minardi-Ford M188
P. ALLIOT (1m 22.211s) Lola-Ford LC88	(12) R. ARNOUX (1m 22.028s) Ligier-Judd JS31
P. GHINZANI (1m 22.348s) Zakspeed 881	(13) O. LARRAURI (1m 22.213s) Euro Brun-Ford ER188

RACE CLASSIFICATION AND RETIREMENTS AFTER 82 LAPS

Pos.	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/kmh)
1	Alain Prost	Fra	McLaren-Honda	82	1h 53m 14.676s	102.046/164.225
2	Ayrton Senna	Bra	McLaren-Honda	82	1h 53m 51.463s	101.496/163.341
3	Nelson Piquet	Bra	Lotus-Honda	82	1h 54m 02.222s	101.337/163.084
4	Riccardo Patrese	Ita	Williams-Judd	82	1h 54m 34.764s	100.857/162.312
5	Thierry Boutsen	Bel	Benetton-Ford	81		
6	Ivan Capelli	Ita	March-Judd	81		
7	Pier-Luigi Martini	Ita	Minardi-Ford	80		
8	Andrea de Cesaris	Ita	Rial-Ford	77		
9	Stefan Johansson	Swe	Ligier-Judd	76		
10	Philippe Alliot	Fra	Lola-Ford	75		
11	Philippe Streiff	Fra	AGS-Ford	73		
12	Piercarlo Ghinzani	Ita	Zakspeed	69	Fuel pump	
13	Nigel Mansell	BG	Williams-Judd	65	Accident	
14	Alessandro Nannini	Ita	Benetton-Ford	63	Spin	
15	Stefano Modena	Ita	Euro Brun-Ford	63	Driveshaft	
16	Derek Warwick	BG	Arrows-Megatron	52	Throttle response	
17	Eddie Cheever	USA	Arrows-Megatron	51	Engine	
18	Mauricio Gugelmin	Bra	March-Judd	46	Accident	
19	Satoru Nakajima	Jap	Lotus-Honda	45	Accident	
20	Luis Sala	Spa	Minardi-Ford	41	Engine	
21	Alex Caffi	Ita	Dallara-Ford	32	Transmission	
22	Gerhard Berger	Aut	Ferrari	25	Accident	
23	Rene Arnoux	Fra	Ligier-Judd	24	Accident	
24	Jonathan Palmer	GB	Tyrell-Ford	16	Crownwheel and pinion	
25	Oscar Larrauri	Arg	Euro Brun-Ford	12	Driveshaft	
Not classified						
	Michele Alboreto	Ita	Ferrari	0	Accident	

Fastest lap: Alain Prost, on lap 59, 1m 21.216s, 104.114mph/167.553 kmh.

Peter Hall/Chris Thomson

Guess what inspired our new Series 1 binoculars?

Vivitar Series 1 lenses have been the benchmark for brilliant optics since their creation in 1972.

So how do you improve on a classic marque?

Firstly, you perfect what appeared to be perfection by upgrading the legendary 70-210mm f2.8-4 zoom, now both smaller and lighter in its MkIV configuration. Then you combine advanced acrylic elements with conventional optics to produce the 450mm f4.5 CAT, the world's fastest lens in its class. Follow it up with a brand spanking new 28-105mm f2.8-3.8 zoom with all the Series 1 virtues and more.

Then suitably inspired, you introduce that remarkable optical technology into a range of Series 1 binoculars.

At the heart of both Series 1 binoculars and lenses is great glass. It's known in the business as Grade One glass.

And like all our lenses, our binoculars share the same beautifully engineered 'feel'. And the same rubberized jackets to encase the crucial Series 1 optics. They're all made to last.

So take a look at these lenses, then raise your glasses to a new era in Series 1.

Vivitar

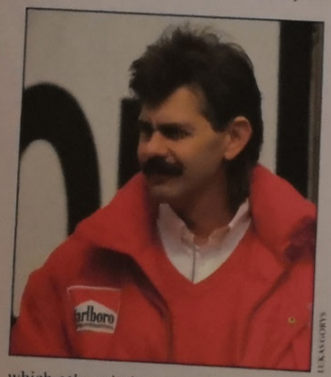
THE ART'S IN THE SCIENCE

The Magic Roundabout

by David Tremayne

Once, in the far-flung days of F1 when cars raced in national colours whose drabness was alleviated only by colourful nosebands, and chassis set-up had yet to become the most over-used expression in the pit lane, it was only the drivers who swapped seats at the end of each season. Their movements were preceded — usually about September time — by the Silly Season, the period in which all the rumours were bandied about.

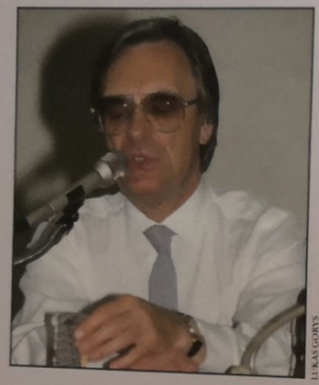
It still happens today, of course, but now that driver remuneration has finally begun to catch up with the sort of money top golfers and tennis players can command, and F1 has become so technologically intensive, there has been a fundamental change in the way in



which other vital personnel are regarded — and rewarded. These are the designers. And you'd better believe it, they're fast developing a very shrewd idea just how much they're worth.

There are a lot of drivers moving around this season for next, but 1988 will principally be remembered as The Year of Designer Moves.

Take Honda Marlboro McLaren. On the face of it, a brutally successful team in which Steve Nichols' MP4/4s wiped the floor with everyone just like John Bernard's used to. Ah, John Barnard. Now he's the Ferrari designer, isn't he? But wasn't he a director of McLaren International when he penned those incredibly successful MP4/2s that won the championship in 1984, '85 and '86? Therein lies the rub for Nichols, just



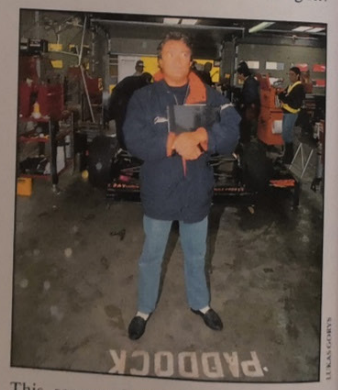
■ Bernie Ecclestone has been non-commital about Brabham's return.

AGS lost the talents of Christian ■ Venderpleyn when he left in time to join Coloni at Monza.

■ Design overlord Gordon Murray is often credited wrongly with designing the MP4/4s

Rory Byrne is certain to stay at ■ Benetton

another McLaren employee and one who, despite his cars' success, enjoys significantly less financial reward than design overlord Gordon Murray, who once penned championship-winning Brabhams for Bernie Ecclestone and who is often credited, wrongly, with designing the MP4/4s. Gordon now oversees loftier matters for McLaren, but it is said to rankle with Nichols, and around the time of the Hispanic races there was plenty of talk that he'd been approached by Guy Ligier and Lotus — and was seriously considering the offers. If he goes, it is Honda Marlboro McLaren's loss, even though the latter is left with Murray and the vastly capable Neil Oatley, the former Williams and Beatrice Lola designer.



This season Oatley engineered Alain Prost's MP4/4 at races, while designing next year's MP4/5 V10 Honda-powered contender, where Nichols designed this year's cars and engineered Senna's.

If you're tempted to think designers dont' matter, Ligier is a case in point. At the beginning of the season former Renault engineer Michele Tetu penned the unusual JS31, with its triple fuel tank system wherein one main tank was located directly behind the cockpit, another encircled the driver's hips and the third was mounted between the engine and gearbox. Doubtless he was convinced the unique concept would realise advantages in weight distribution and aerodynamic efficiency, but sadly it proved a complete and utter flop. Tetu is a nice man, but his expression grew

The Magic Roundabout

more hangdog as the season's torment progressed, and he did not stay with the team beyond Hungary.

That opened up the can of worms that won Guy Ligier few friends in the F1 paddocks. Despite his cars' abyssmal lack of success this year, he retains his backing from the government lottery, Loto, and from Gitanes. Money is therefore not a problem. Already the team has regrouped in a sparkling new facility at the Magny Cours race track, and just before it did came the first whispers, at Paul Ricard for the French GP, that Williams aerodynamicist Frank Dernie was being lured abroad by big bags of gold.

Now Dernie first came to F1 notice by designing the Hesketh 308E with which Derek Daly led the 1978 International Trophy race at Silverstone. If you have a couple of days, he will gladly tell you that the only thing wrong with that car was its front suspension, and that its rear wing design was years ahead of its time. You begin to get the message that he wouldn't mind drawing a complete car, instead of just solving the aerodynamic problems as he did so effectively at Williams.

Guy Ligier certainly thought so, and Dernie signed a contract to that effect after Silverstone, only to change his mind at the last moment and elect to stay in Britain. As this is written nothing is official, but expect him to pop up at Camel Team Lotus next season . . .

Lotus? Yes, that's right. After joining the team in 1983, to build the 94T in five weeks and extract Hethel from the mire of the awful 93T, former Matra and Ligier designer Gerard Ducarouge has had enough. The likeable Frenchman designed the Ligier JS11 which won the two opening South American races in 1979, and the story goes that he scribbled the successful settings on a Gitanes packet which he then lost. After that the cars never ran so well . . .

This year The Duke has grown progressively disenchanted with the motivation of Nelson Piquet, the World Champion himself becoming more and more unhappy with the Lotus 100T which has the Honda RA-163E engine in common with the McLaren MP4/4, but precious little else. Ducarouge will head for the Larrousse Calmels Lola team that started the year with former McLaren and March designer Ralph Bellamy until Larrousse saw the March 881 and wondered why his Lola LC88 looked so different to it. Exit Ralph, himself unhappy with Larrousse's

■ Ducarouge has grown progressively disenchanted with the motivation of Nelson Piquet.

management. Ducarouge won't actually design the LC89 as that is well advanced already thanks to Lola boss Eric Broadley and former Zakspeed designer Chris Murphy, but he'll oversee development.

Meanwhile, with Barnard now firmly ensconced at Ferrari after the palace coup just before Il Commendatore's death, Harvey Postlethwaite moved to Tyrrell in August and will stay to design the 018, which certainly cannot be worse than the dreadful 017 produced by Brian Lisles.

Zakspeed will enjoy the services of former RAM and Ferrari penman Gustav Brunner who ruffled Rial boss Guenter Schmid's feathers by quitting his team after Silverstone to join the rival German equipe, and his successor at Fussgonheim has yet to be announced.

AGS lost the talents of Christian Vanderpleyn when he left in time to join Coloni at Monza, supplanting Robert Ori and taking engineer Michel Costa and team manager Frederic Dhainault with him.

Likewise, Minardi had a parting of the ways with shareholder Giacomo Caliri after the two parties argued endlessly about altering the M188's troublesome front suspension, and Argentinian Sergio Rinland is, at the time of writing, rumoured to be on the verge of leaving Dallara, for which he penned the neat Bms 188. If Brabham returns to the F1 arena — and it's a big if at the moment — he could partner Alfa Romeo Procar designer John Baldwin. Otherwise, he may replace Dernie at Williams.

As you can see, it's a tangled web, and that's only the designers! What's certain? Only that Patrick Head will stay at Williams, John Barnard at Ferrari, Rory Byrne at Benetton, Adrian Newey at March, Ross Brawn at Arrows and Antonio Tomaini at Osella, as Rial joins Minardi, AGS, Dallara and Brun in the search for a star at a sensible price.

On the driver front, things are a little more straightforward.

At Silverstone the most celebrated

change was made public: Nigel Mansell's move from Williams to Ferrari after four seasons and 13 victories, and no sooner was that revealed than Williams countered with the announcement that it had signed Thierry Boutsen to replace him. That then led to the Michele Alboreto Affair. With Mansell bound for his seat at Maranello, Michele clearly had to find another berth, and since Monaco the rumour mill had linked him firmly with Williams. By Hungary, the Italian was admitting he had shaken hands on a deal, albeit without directly revealing the identity of the team. Score 10 those who said Williams, however. Then began a period of debate in which the Didcot team appeared to be having second thoughts about replacing Riccardo

LUKAS GORYS

Benetton retains the star-in-the-making talent of Alessandro Nannini.

LUKAS GORYS

Second thoughts about replacing Patrese at Williams.

Patrese. The news began to filter through that it had bad feelings about him not getting a fair crack of the whip because of the troubles with the reactive ride suspension and, to be fair, he had been less than a second off Mansell's pace all season.

By Monza the bombshell came: Frank Williams would be keeping him. Handshake or not, Michele was out. He was singularly unamused, especially as by then the top seats had gone. For a time there was talk of his Marlboro World Championship Team deal being parlayed into something similar with Camel, to place him at Benetton, Tyrrell or even Lotus, but as this is written he seems most likely to go to a revitalised Brun team (which will split with Paulo Pavanello's EuroRacing set-up following disagreements, and may be managed by Williams public relations man and former journalist Peter Windsor), the new Onyx Race Engineering team partnering old Ferrari teammate Stefan Johansson, or even Brabham, should the latter return after all with Alfa's supposedly Procar-only V10 engine.

The other main focal point of interest is the second Lotus seat alongside Piquet. Satoru Nakajima is almost certain to go, with Honda and Epson backing and a useful supply of John Judd's engines, to join Derek Warwick at Arrows International, leaving Eddie Cheever out in the cold, although Arrows is said to want to keep the American if it can find further

sponsorship. Warwick, meanwhile, has turned down the Lotus seat, not wishing to be bound by a contract which stipulates he must not overtake Piquet and must concede to him in certain race situations.

The Lotus ride is currently between Martin Brundle, Jonathan Palmer and, possibly, Pier-Luigi Martini. Brundle got out of Zakspeed at the end of 1987, not wishing to have his once burgeoning career dragged down further, and quit F1 voluntarily to join Silk Cut Jaguar. With the World Sports Prototype Drivers' Championship under his belt, and fastest wet practice time to his credit in the one GP he did standing in for the injured Mansell at Spa, he comes as a recognised winner. Palmer and Martini, meanwhile, have strong Camel links. The former has done everything he needs to net a top drive, bar signing the right kind of contract; the latter has rebuilt his reputation after his tough F1 debut year in 1985.

If Palmer quits Tyrrell for Lotus, Julian Bailey may get a second chance, which his 1988 performances merit, since he was usually within a second of JP in his first year even if he didn't often qualify in a troublesome car. However, Tyrrell has also shown an interest in Nicola

LUKAS GORYS

The Honda Marlboro McLaren Team — a brutally successful team in which Steve Nichols' MPA/4S wiped the floor with everyone.

Minardi will keep Luis Sala and hopes also to retain Martini.

LUKAS GORYS

Larini, and has always been the most adept at playing with his cards flattened tight against his chest.

Zakspeed could perm any two from Bernd Schneider, Piercarlo Ghinzani, Christian Danner or Aguri Suzuki for its Yamaha-engined 891s, while Philippe Streiff may stay on with AGS, possibly with Danner as his partner as two-car teams become *de riguer*.

March has already signed Ivan Capelli and Mauricio Gugelmin for another season, knowing two very good things when it sees them, while Benetton retains the star-in-the-making talent of Alessandro Nannini and adds to it with Johnny Herbert. This time last year Australian team manager Peter Collins was pushing very hard for the newly crowned F3 champion to join the team, but was told to take Nannini. This year Herbert has endorsed the belief that his is a rare ability with his drives in F3000, and despite his ankle-breaking shunt at Brands Hatch in August, Benetton is now prepared to give Collins his rein. Luminaries such as Ducarouge have described Herbert as possessing the same level of talent as Senna at the comparable stage in his career . . .

Larini may stay put with Osella, while his partner could be one of countless upcoming Italian F3000/F3 heroes, or may even be sponsorship — bringing

The Magic Roundabout

Ghinzani, while Rial has been taking a keen interest of late in Marlboro's F3000 choice, German Volker Weidler, and his Swiss and Belgian sparring partners Gregor Foitek and Bertrand Gachot. Perm any two from three.

Minardi will keep Luis Sala and hopes also to retain Martini, but as well as Lotus the latter's name has been linked with Lamberto Leoni's First Racing effort which will join in next year. Martini won at Enna for Leoni in the latter's F3000 March, and is one of many in Italy who rate his team very highly. Former Fittipaldi designer Richard Divilla is working on the new car, and may be joined by Ralph Bellamy.

Rene Arnoux has already signed again for Ligier, and the team made it clear that Johansson was welcome to do likewise, but the Swede's name had been increasingly linked with Onyx and that car's designer, former McLaren man Alan Jenkins, was his guest at Monza. The Swede signed his deal with the team just over a week after Jerez.

Philippe Alliott and Yannick Dalmas are highly likely to remain with Larrousse Calmels, and Roberto Moreno, who scored AGS' sole championship point in Adelaide in 1987 and went on to win the 1988 F3000 Championship, will be a definite fixture *chez* Coloni. He may be partnered by 1988 regular Gabriele Tarquini, but the Italian is also talking to First, as is Martini's F3000 partner Marco Apicella.

Don't expect to see Oscar Larrauri in F1 next year, nor for Stefano Modena to stay with Brun unless the major shake-up occurs. The 1987 F3000 champ has become totally depressed by the Euro Brun set-up this year, and could be a candidate for the second Onyx seat. At Monza, however, he candidly admitted he was in a mentally vulnerable state when he turned down Onyx's original F1 approach last year after the two parties had clinched the F3000 crown, so it may depend on how forgiving a nature team boss Mike Earle has.

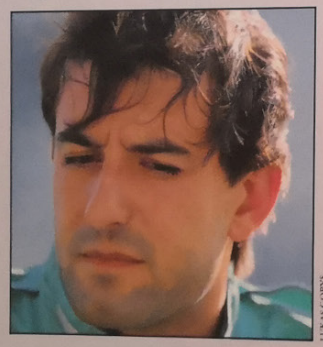
Alex Caffi will stay for a second year in Scuderia Italia's Dallara, and right up until the Saturday afternoon at Monza was due to have Lucas British F3 champion JJ Lehto as his number two. However, Marlboro stepped in at the last moment to insist that Rial peddler Andrea de Cesaris was to get the drive. That is believed to be one of the principal reasons why designer Rinland may seek pastures new, although he and the unruly Italian are friends from their Brabham days.

That's the situation as it stands, with a lot of mights and maybes which will eventually be sorted in time for the first green light of 1989. The dead cert is that two gentlemen called Senna and Prost will be well to the fore in their McLarens next season.

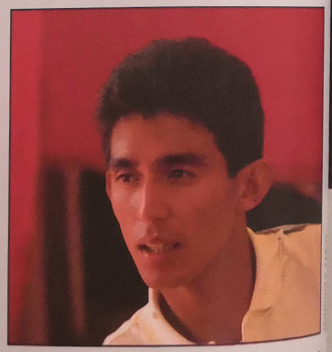
Some things never change . . . ■

■ Clockwise from left: Volker Weidler, Ivan Capelli, Aguri Suzuki, Bertrand Sachot, Gregor Foitek and Michele Alboreto.

AGENCE ROUGIER



LUKAS GORYS



AGENCE ROUGIER

AGENCE ROUGIER

TICKET HOTLINE
Avoid the queues, ring 0892 836278 or 0892 836279 for your EXPRESS PASS.

YOUR MOTORSPORT SEASON STARTS HERE

OLYMPIA 2 LONDON JANUARY 4th-8th 1989

To see the cream of the world's fastest grand prix cars, racing saloons and rally cars, including a galaxy of champions from the international and national motor sport world, take your family to the 1989 Racing Car Show.

Win the competition-prepared CCC Fiat Uno Challenger, meet your motor sport heroes, browse through the spectacular vehicle displays covering a complete cross section of the world of motor sport, enter the fabulous prize competitions on the stage – there's lots to do, guaranteeing a great day out!

Leading suppliers in motor racing will be showing their latest products, services and innovations, including:

racing cars · engines · accessories · books · magazines · tyres · wheels · racewear · clubs · racing circuits · racing schools · rally equipment · and lots more besides

The season starts this January at Olympia, so ring 0892 836278/9 now for your express pass.

Trade Preview

Wednesday 4th January
13.00-19.00 · £5.00

Public Opening Days

Thursday 5th January
10.00-21.00 · Adult £4.00 Child £2.00

Friday 6th January
10.00-21.00 · Adult £4.00 Child £2.00

Saturday 7th January
10.00-19.00 · Adult £5.00 Child £2.50

Sunday 8th January
10.00-18.00 · Adult £5.00 Child £2.50

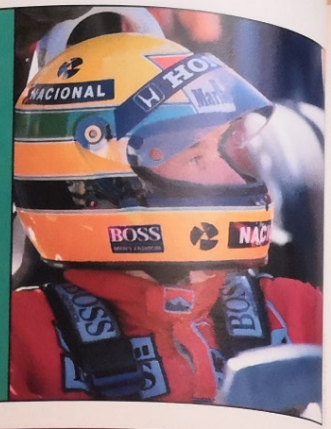
FOCUS EVENTS

BRITISH RACING & SPORTS CAR CLUB

Organised by Focus Events on behalf of the BRSCC

THE SEASON AT ITS CLOSE

By STUART SYKES



McLAREN VEIL

There's only one way to review the 1988 season — by drawing a McLaren Veil over proceedings. Never in the history of the Formula One World Championship was so much or so many won by so few: between them, double World Champion Alain Prost and the new king of Grand Prix Racing, Ayrton Senna, won 15 of the season's races for the Marlboro McLaren Honda team, helping them amass the astounding total of 199 points in the Constructors' Championship which they won for the fourth time in their history.

As the season got under way, everyone wondered if Prost could respond to the challenge of having Senna as his teammate, which in itself was fairly surprising: hadn't the Professor had the likes of Lauda and Rosberg to contend with in his McLaren career? Victory in the first race in Brazil — his fifth there, by the way — showed the diminutive Frenchman was still in charge. As the year progressed, however, the Brazilian's burning ambition became the decisive factor in the McLaren equation. A string of four successive victories started at Silverstone, where Prost's retirement in the rain he so detests was interpreted by many as the chucking-in of the towel.

Not so: Monza, in its own way, was a watershed. With Prost again out of contention and Senna seemingly home and dry, a minor disaster struck in the shape of Frenchman Jean-Louis Schlesser, substituting for an unwell Nigel Mansell in the Williams-Judd number 5. Whose fault it was is still unclear, but Senna's decision to overtake on one of Monza's tricky chicanes rather than wait for clear track was perhaps the second lapse in his awesome concentration. Remember Monaco? Cruising to what should have been his second successive victory in the Principality, Ayrton suddenly went absent, sliding the McLaren gently into a barrier, climbing out and slipping just as quietly back to his nearby home as if the whole thing had been pre-arranged.

After Monza, it was Prost's turn: successive wins in Portugal and Spain took the Professor back to the front, with Senna finding it his turn to suffer gremlins in the Honda engine that has so completely obliterated the opposition this year. Japan, then, was the showdown: victory for Prost, and Adelaide was very much alive again — but if it went to Senna, the Brazilian would be the third Brazilian to climb the most coveted prize in motor racing.

Senna's drive at Suzuka is already the stuff of legend. He was left hopelessly at the start as his engine twice almost expired. "My only start-line mistake of the season", he would say later, "and in the most important race of my life . . .". In 14th spot as Prost faded into the distance, Senna seemed at least to have seriously delayed the fulfilment of his dreams. But with the help of a little rain, in which he is untouchable, and a little traffic, in which he is without fear, Senna reeled in the field — Prost included — to become World Champion in the grand manner.

Adelaide, after that, may have been an anti-climax, but throughout the weekend there was the unmistakeable impression that Prost and Senna, relieved of title pressure, were enjoying their own private duel immensely. They duelled for the pole, bringing the last five minutes of each qualifying session thrillingly to life, and Ayrton lived up to his reputation by taking it at the last second. Prost it was, however, who charged into the lead, and even though Berger's Ferrari had the temerity to catch him on lap 14, Prost would surely have caught him again even without the convenient intervention of compatriot Arnoux's Ligier a dozen laps later.

So the balance was just about perfect: eight victories to Senna, seven to Prost in the season, and while Senna set a new record, we should not forget this is the second time Prost has notched up seven in a single year. Just as remarkable is Senna's pole position haul. There were a mere 13 for the Brazilian in 1988, taking his tally to 29. Surely nothing can stop him passing the all-time record — 33 to the peerless Jim Clark — next year? Prost took just two poles, but then he has never been a one-lap specialist, and he has stretched his record number of Grand Prix victories to 35, eight more than any man in history. Another little triumph for the curly-haired Frenchman: his 105 points in the Drivers' Championship created another record, though of course he was able to count only 11 of his results.

JOHN BLAKEMORE

FEARSOME FERRARI

So what of the rest? Well, it was Ferrari who spoiled the party for McLaren by being the only other team to score a Grand Prix victory of 1988. And wouldn't you know it, they made it a 1-2 finish for Berger and Alboreto in Italy, before the most fearsome body of fans in any form of sport. And of course, just to prove there is sentiment in this most hard-bitten sport, it was the first Italian Grand Prix since the death of the great Enzo Ferrari himself. Elsewhere, though, the Ferraris have spent the season fretting over fuel consumption much as you or I would do in the daily rush hour. Berger had only four other rostrum finishes, while the luckless Alboreto, in his final season of five with Ferrari, has only two thirds and that Monza second to his name this year. In a way Adelaide said it all for Michele: a first-lap accident ended what should have been the most glittering phase of his career in the most anonymous way. There were only 134 points between the Maranello team and McLaren at the end of the season . . .

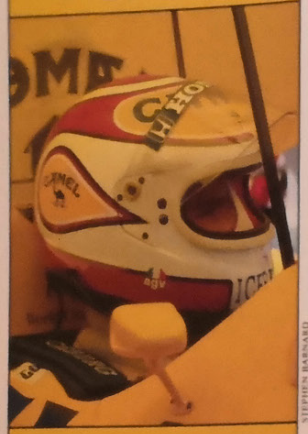
PETER SYGAARD

BENETTON-FORD

PETER SYGAARD

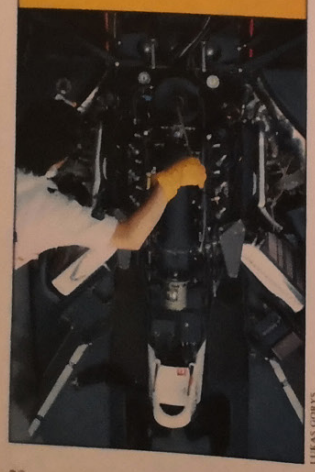
Next up came the Benetton-Fords of Thierry Boutsen and Alessandro Nannini, and in this record McLaren year, Benetton deserve an honourable mention for one statistic in particular: they were the only team who could boast of having got one car to the finish at least in all 16 of the season's Grands Prix. Boutsen, the calm Belgian who replaces Nigel Mansell at Williams next year, can also point to his own little corner of history: he has finished third no fewer than six times this season, something no other Grand Prix driver had ever done in a single year. But for McLaren, Boutsen would have been out on his own! The chain-smoking, coffee-swilling Nannini had his own highlights, one of them a stirring if spinning performance at Silverstone in the rain that earned him one of two rostrums in the season. The swashbuckling Sandro ("I am only married in Italy, not the rest of the world . . .") will form one of the more interesting partnerships next year with rising English star Johnny Herbert in the Benetton-Ford team.

LOTUS



STEPHEN BARNARD

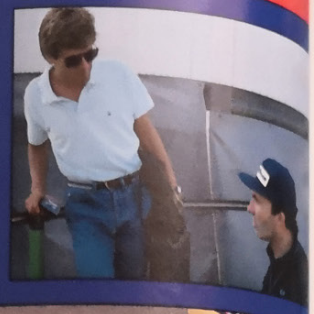
And what of the Lotus position? Blessed with the reigning World Champion, Nelson Piquet, and Honda engines, they seemed set for great things, but nothing ever came of it. Second driver Satoru Nakajima scored a point in the first race of the season and disappeared off the face of the Championship map, never adding to his tally, and the decision to retain his services for 1989, announced in Adelaide, was perhaps a mild surprise to most. And Piquet? He is on his way to becoming Formula One's biggest enigma, for after a third title in 1987 he has managed just three third places in 1988, two in the first two races and the third in the last of the year. What would be called unforced errors on the tennis court have littered Nelson's game throughout the season, and we wait for a return to the easy grace of his earlier Brabham days.



LUKAS GORYS

WORRIED WILLIAMS

When the season began, Williams were in a bit of a pickle: World Champions in successive seasons, they had lost their Honda engines and decided to go for a year of preparatory atmospheric running, but it was the atmosphere in the team that became a little strained as teething problems with the Judd power units and the Reactive Suspension caused both cars and tempers to overheat consistently in the first half of the year.



Mansell, however, is a bonnie fighter: in the pouring rain of Silverstone — so different to the sunshine that bathed the brilliant Williams-Honda 1-2 there in 1987 — he drove to what must be one of the finest second places in history. Returning from illness, he repeated the feat in Spain, but a record of 12 retirements must have been a bitter pill to swallow after his winning ways of the previous three years . He surprised us all by announcing his decision to join Ferrari — "like getting a call from God", was how he put it — and the Berger-Mansell pairing should be the most dynamic of the new year.

Adelaide, where Riccardo Patrese made his Williams debut in 1987, also brought the Italian his best result of 1988, in fourth place after one of his most aggressive drives of the year. He also equalled the all-time record of 176 Grand Prix starts, and his partnership with Boutsen will certainly create the most personable pairing in next year's field. A little-known feature of a very few Formula One drivers' lives is their generosity to the teams who put them on the grid throughout the year, and in Adelaide Patrese hosted a dinner — and paid for it — for all the Williams team.

It seems his impersonation of Andrea De Cesaris playing a computer motor racing game brought the house down . . .

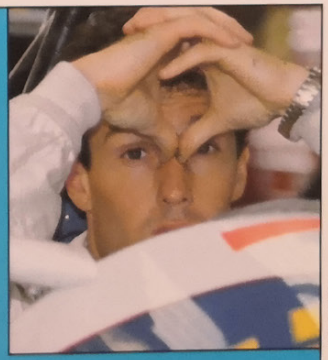
POPULAR MARCH

LUKAS GORYS

No question about the prize for the most popular team of the year: it goes to March, whose good humour in the midst of a hard-working approach to their task is a mirror image of team manager Ian Phillips. He was one of the first of the year to announce an unchanged driver line-up for 1989, and with the "two most talented 25-year-olds in the business", as he calls Ivan Capelli and Mauricio Gugelmin, who can blame him? It is probably just another indication of how dominant McLaren have been this year that the whole world went crazy when Capelli actually passed Prost in Japan and led a Grand Prix for the first time — for all of 200 metres! It was also the euphoria, no doubt, of seeing a normally-aspirated car at the front of the field in this final year of turbocharging, but it seems certain that as the sport reverts to atmospheric engines the March twins will be right up there with the best of them in 1989. Capelli's second place in Portugal was the finest result of his career, but it may not be long before he goes one better — making "Dustin Hoffman" an even bigger star than he already is. Mind you, we could do without the drenchings from water pistols that are one of the tricks of the jocular Italian's trade . . .

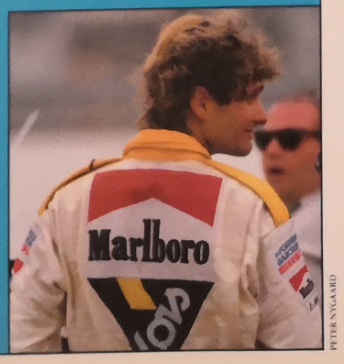
RIAL

Speaking of the lighter side, wasn't it nice to see Andrea De Cesaris go so well in Adelaide? Pity he ignored the "Slow" signs from his pit crew and ran out of fuel . . . Mind you, that was nothing to what he did in qualifying, twice ignoring the "In" sign and having to be towed back home . . . The twitchy Mr De Cesaris managed one points finish in '88, fourth in Detroit, and despite his regular lapses in gentlemanliness, the Rial has been a surprisingly effective force in midfield. He made it his business in Japan to show newcomer Aguri Suzuki a thing or two, driving the youngster off the road, but his one real accident of the year involved that other mobile chicane, Rene Arnoux, at Spa.



LUKAS GORYS

LUKAS GORYS



PETER NYGAARD

MINARDI

Now we're down the back end of the field, spare a thought for Spaniard Adrian Campos. After one retirement and three failures to qualify the Minardi at the start of the season, he had the guts and honesty to call it a day, letting Italian Pierluigi Martini step in and score his own best-ever result with the team's first World Championship point in Detroit. I expect they're a bit sad that the Motown circuit has been deleted from next year's calendar on safety grounds.

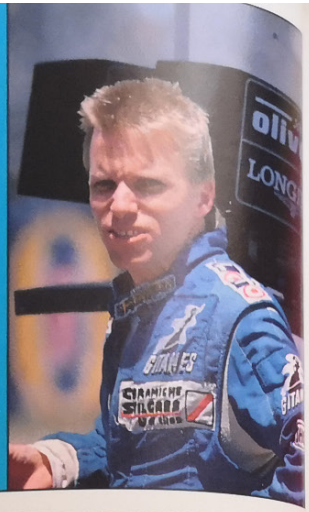
PETER NYGAARD

DOMINIQUE LEROY

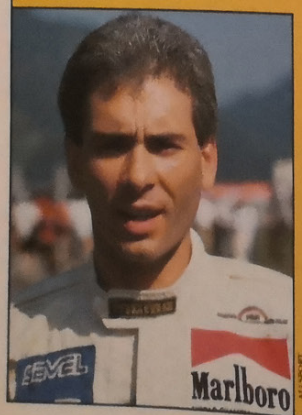
LIGIER

Spare another thought for Stefan Johansson: what must it be like, after driving for Ferrari and McLaren, to fetch up at Ligier and fail to qualify on no fewer than six occasions and retire on seven more? Just as well the brush-haired Swede attracts the ladies wherever he goes, for if not that, what WAS it that kept a smile on his face throughout the year?

PETER NYGAARD



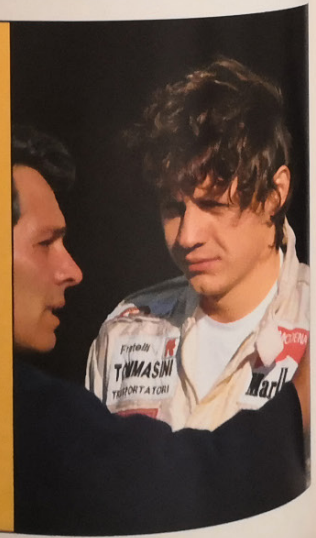
EUROBRUN



ALL SPORT

But if you think that record's bad, try Oscar Larrauri's. "Poppy", as the prematurely grey-haired Argentine is known, came into Formula One alongside Stefano Modena in the Eurobrun team: 16 races later, he had failed to pre-qualify three times, failed to qualify five times, retired five times — twice as a result of accidents — and been classified just twice. Ever feel someone was trying to tell you something?

JOHN BLAKEMORE



ZAKSPEED AND TYRRELL

The other regular non-qualifiers were the Zakspeeds and the Tyrrell of Julian Bailey, not noted for the austerity of his approach to the task of being a Grand Prix driver. But then, it's all about having fun, isn't it? Ron Dennis himself said so in Adelaide, so it must be true. One driver who gave us a lot of fun in 1988 was "Axle Cap", as the Anglophone members of the Formula One Press corps have nicknamed Alex Caffi. The Italian's performances in the unpromising Dallara have been mighty indeed, and here surely is yet another Italian destined for greatness in motor racing's toughest arena. Not for a while though, as 1989 and a new era of atmospheric engines dawns, it is perhaps salutary to reflect on a snippet that emerged from late-season testing in Imola. McLaren ran there with an interim version of the V10 Honda engine that will power Prost and Senna next season, and Senna's time would have put him on the second row of the grid for THIS season's San Marino Grand Prix. The only cars in front would have been the matchless Marlboro McLaren Honda of 1988 . . .

PETER NYGAARD

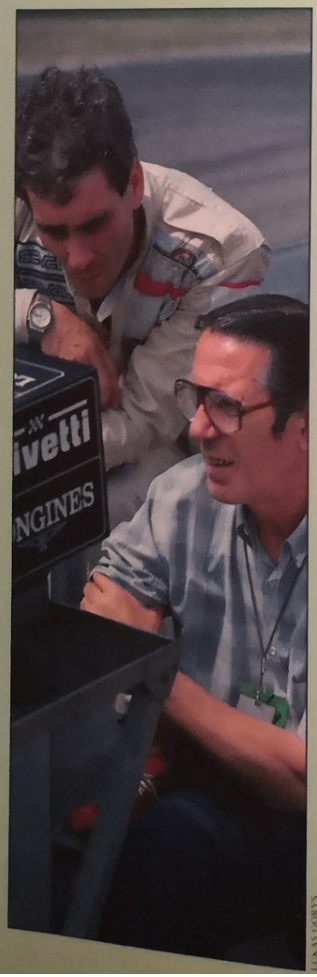
JOHN BLAKEMORE

1989 RULES...

BY DAN KNUTSON

Before the Japanese Grand Prix the FISA General Assembly and World Council met in Paris. They made several important decisions on the 1989 Formula One season which are listed below.

With nearly 40 cars expected next year, a pre-qualifying session will be held for the new teams a week prior to the Grand Prix at a different circuit.



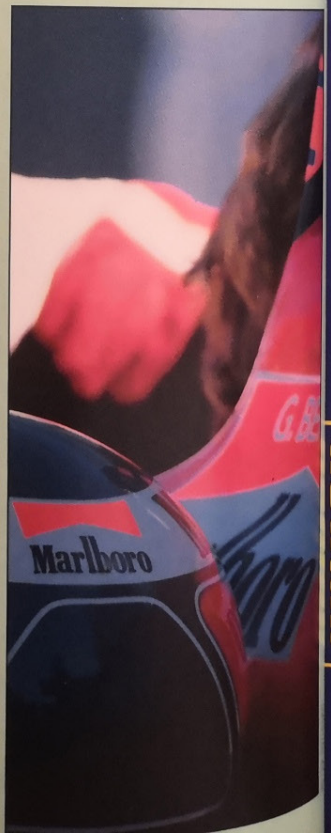
Only two car teams will be allowed to enter. The new teams will be screened: "A most careful selection of the candidates shall be operated in order to insure that competing teams shall meet all the standards required by the FIA."

"On circuits hosting a Grand Prix . . . no international motorised sporting events may be run in the 30 days prior to the event and no public event may be run in the 14 days prior to the event . . . If these rules are not respected, the Grand Prix concerned will automatically be excluded from the calendar."

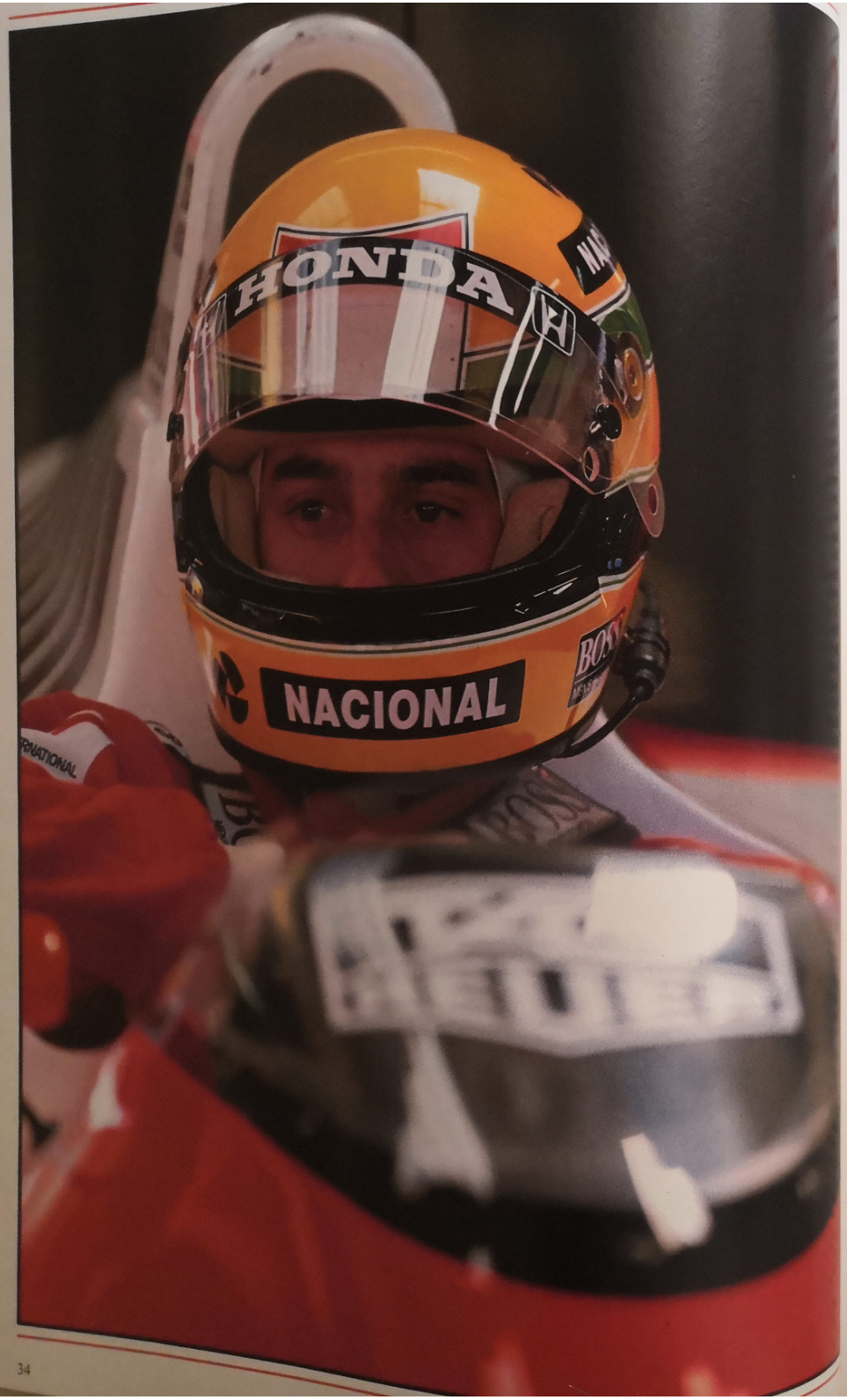
FISA say they will establish criteria in order to limit each country to eight Grand Prix drivers. This will not please the Italians who have 10 drivers competing in 1988 and more expected in 1989.

More FISA decisions . . .

* Obligatory national flag on the driver's overall.
* The driver's name must appear on the lateral side of the cockpit.
* New regulations for the rear view mirror dimensions.
* All Grand Prix circuits must have a concrete pit wall at least 1.35 metres above the track level.
* No equipment or instruments may be placed on the pitwall during the race or practice.
* Only three team members per car and select officials will be allowed along the pitwall during race and practice.



ampep
goldline
AUT'21
MAGNETI MARELLI
IVAN CAPELLI (Italian)
Scores 2nd place Portugal
September 25th
MAURICIO GUGELMIN (Brazilian)
LEYTON HOUSE
Goldline Bearings Ltd
GOLDLINE is a new generation of self-lubricating rod end and spherical bearings that has been established to meet the requirements of higher load rate, improved life and maintenance free features demanded by designers and operators of high performance racing cars. To achieve these objectives the bearings have been based upon a current 'state of the art' aerospace materials technology applied to configurations and size ranges that have been well established in high performance racing car applications.
Suppliers of high quality bearings for high performance racing cars.
Contact Mike Jones or Ryan Currier at
STAFFORD PARK 17,
TELFORD TF3 3BN, ENGLAND
Tel: 0952 292401 Fax: 0952 292403
WORLDWIDE EXPORT SERVICE
INTERNATIONAL GOLDLINE DISTRIBUTORS:
CROSSLE CARS PACIFIC
157065 Condon avenue
Lawndale
California 90260 USA
Tel: 010 1 213 643 9268
GIEFFE
di Ghisleri
15048 Vallenza
Italy
Tel: 010 39 131 953052
CARL HAAS AUTOMOBILE IMPORTS INC
425 Tower Parkway
Lincolnshire
IL 60015 USA
Tel: 010 1 312 634 8200
TRUESPORTS CHOICE INC
4601 Lyman Drive
Hilliard
Ohio 43026 USA
Tel: 010 1 614 876 0565



SENNA
CHAMPION AT LAST. . .

If there were any lingering doubts as to Ayrton Senna's worthiness to be world champion, they only lasted 27 laps into the Japanese Grand Prix at Suzuka.

That's how far it took for him to overhaul his rival and team mate Alain Prost after giving the Frenchman an enormous lead from a botched start.

nerves, perhaps? Hardly! Only someone with nerves of titanium, unbridled skill and a touch of maniacal genius could have turned that moment of psychological disaster into delirious euphoria.

To the millions watching in his native Brazil, it was like giving France a three goal start in the World Cup final then storming home to win by six! It's impossible odds like that which made a victory taste all the sweeter.

Brazilians, whatever the sport, just seem to have that uncanny ability to dip into their magical reserves of artistry and flair to produce storybook material of unparalelled proportions.

And so, Senna belongs up there with Pele, Garrincha, Tostao, Jairzinho, Didi. And Nelson Piquet, too.

At 28, Senna finally has the World Championship that's fuelled his obsessive and intense ambitions since winning his first Grand Prix in Portugal in 1985.

'The World Championship is the ultimate goal of a racing driver and I realised it was a realistic possibility after winning my first Grand Prix,'' Senna recalled. ''It was a question of having the right equipment behind you and putting up a hard fight — but it was possible and I saw it more realistically then.''

Lotus and its Renault turbos came close but not close enough for the Sao Paolo wildcat.

Ferrari came a 'courtin but Senna and il Ingegnere weren't on the same wavelength. Then Ron Dennis stepped in to do business only a pennywise Pom could do and McLaren got the prized signature of Ayrton Senna da Silva. A coup aided by the toss of a coin!

''The first thing I learned about McLaren was not to toss coins wit Ron (Dennis),'' joked Senna as he recounted his dealings with the amiable McLaren boss.

''I made that mistake when I was about to finalise our deal. It was expensive yes . . . but once done, you should learn .'' Senna won't elaborate on the ''mistake'' suffice to say he drew the short straw when it came to the bottom line of dollars and cents. Twelve months down the track though, his toil has paid off handsomely.

''Moving to McLaren was a great change in my career and automatically a great challenge for me,'' says Senna. ''And it was vital that it happened as quickly as possible. Once you get into the season and you start to make mistakes or take too long to wake up and get used to them, it might be too late for the championship.

''That's where I put my biggest effort to make sure I caught up quickly and the right way with the system . . . the people . . . the car itself and everything. I think its worked well.''

An added handicap, he concedes, was Alain Prost's intimate knowledge of everything and experience behind the new 2.5 bar turbo at a time when he was recharging his energy in Brazil.

But, unlike Prost, he at least had the experience of working with the committed Honda people and their invincible turbo.

''Being a new car it had many things from previous years cars and Alain knew that better than anybody,'' Senna points out.'' And I didn't do any testing between December and February deliberately because I wanted a break.

''Alain did some tests and he was ahead of me when I started in February or March . . . so it meant a big effort.''

Prost certainly had the jump on him in the opening race in Brazil. It was a grand prix he desperately wanted to win for many reasons, least of all to rub Nelson Piquet's nose in the dirt after the reigning champion's abusive salvo in a magazine article timed to coincide with the Rio opener.

Senna took the honors in the next at San Marino but it was Monaco — where he inexplicably crashed within sight of certain victory — which, he says, woke him up — mentally and spiritually. His salvation was religion.

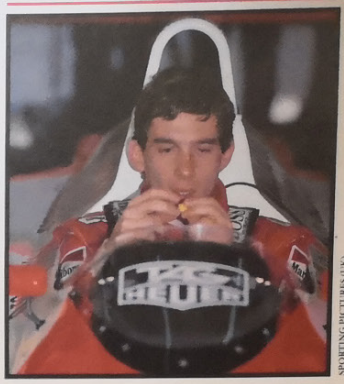
''It wasn't a question of confidence'', he emphasised. ''I made the mistake in a race where I had done everything perfectly all through the weekend.

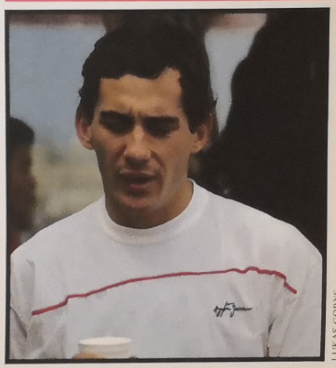
''It probably was one of my best races . . . qualifying . . . the set up of the car and starting.

''There were some reasons for that mistake which I was aware but not reacting to for some time after the accident.

It kind of woke me up and eventually

BY FRANK PANGALLO


SPORTING PICTURES (UK)


LUKAS GORYS

SPORTING PICTURES (UK)

SPORTING PICTURES (UK)

SPORTING PICTURES (UK)

I could change slightly a few things in my mind and make sure I had the right mental approach to different situations.

"There were other reasons, too (a reference to his re-birth) and I cannot comment on them."

Then there was Monza. An almost identical situation except this time he was T-boned off the circuit by Jean Louis Schlesser's Williams. Senna is quite explicit about where the blame lay — and it wasn't with him.

"It's one of those things in motor racing," he says. "I came up to a backmarker, he lost control in front of me in a tight place. When I tried to overtake him, he drove back onto the circuit and caught me on the back."

The victory at Suzuka was the most telling of his whirlwind career and this season. But he says, every one of his eight wins has some special value or significance.

After Prost's emphatic victory in France, it was vital he hit back at Silverstone and he did so in consumate style on a sodden track that Prost, for one reason or another, couldn't handle. Spa was where Alain Prost virtually conceded defeat to his team mate in the World Championship despite a bref reprise in Portugal and Spain.

"Spa was important sure. So too was Hungary . . . Canada . . . Detroit . . . Silverstone where I had not won before

LUKAS GORYS

LUKAS GORYS

. . . every win was important and had value to the championship and to a personal feeling, mental strains. Everything.

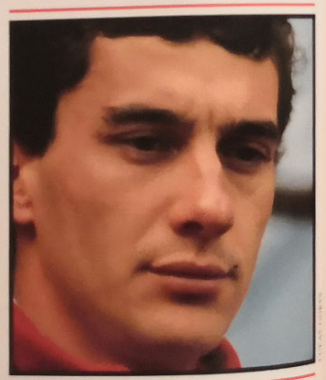
"You can't say this one or that one. Everyone had a different value and reason for winning. Suzuka was special, sure, because I had to come from behind and win to get the championship. It was probably the best race in terms of what happened."

Senna's relationship with Prost has surprised everyone, especially the little Frenchman who admitted he had some reservations at first how they'd get along.

"I wasn't surprised by Ayrton. Everything he has done in the past made me realise he could do it. His motivation is so high . . . its difficult to compete with that. We have a good relationship and the only thing that could be a surprise is that . . . because nobody expected it," glossed Prost after the incident in Portugal where we all may have thought differently.

After a comparitive Jecklesque year, Senna refuses to discuss what made him momentarily to turn Hyde and force Prost almost against the pit wall at the end of the opening lap in Estoril.

What transpired in the week between Estoril and Jerez seemed to resolve itself, along with some stern words from



Ron Dennis.

"Our relationship has been very good," says Senna. "I was surprised that the relationship was established right from the beginning, in the right direction and has only been stronger as we worked together race after race and testing.

"There was some tension and apprehension at first because we didn't know each other. We live in different countries, we have different hobbies and mentalities . . . and different ages!" he laughs.

"But we have many things we see the same and therefore we act on many occasions the same.

"I think I made the right choice to go

SPORTING PICTURES (UK)

to McLaren with Alain. Having a twice World Champion as a team mate had a lot of motivation for me . . . and also gave him motivation to fight.

"There was pressure on him and myself. But I think we dealt with it very well as we went through the season and got to know each other, making things more solid.

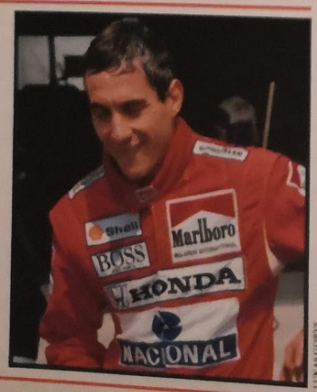
"Apart from Portugal when we had a problem, its been fantastic and I'm looking forward to next season where we should face a great challenge."

He describes the McLaren as a very good car, the best he's driven but although he and Prost made it look like a procession on TV, Senna says it wasn't easy.

"It wasn't. If it was we would have won every race with a lap ahead of everybody. That wasn't the case. In

LUKAS GORYS

some races we had advantages, in some not," he explained.
Senna is spending the off-season with his friends, family and girlfriend in Brazil, the only place where he says he can totally relax and prepare himself physically and mentally for the rigors of the coming season.
"The life we have — travel, living in hotels and meeting lots of people all the time — doesn't allow you to be normal and totally relax," he complains.
"When you go home with the people you are used to in a private environment then you can relax totally.
"I have a fantastic family. I think I'm very fortunate that I always had an incredible atmosphere at home where education and principles were always strong and correct.
"It's a very healthy environment and as I've grown up in that environment I love it. It's part of me. When I'm away from it I feel I'm missing part of myself. When I'm there I feel more complete."
As for his own ice-cool personality, Senna admits he's introverted and intense.
"I'm usually intense about anything I do . . . not just my work. When I do something I have the attitude that I have to go into it deeply and concentrate to do it properly," he explained.
There is a girlfriend in Brazil but Senna is anxious to guard his and her privacy and won't say anymore about her.
However the World Champion says divorce hasn't put him off marriage for a second time.
"Marriage was a good experience and I have no reason to be any different from most people," he says candidly.
"I think I have the right feeling about family and its my wish that at the right time and with the right woman, I would want to get married again."
Now that he has that World Championship he's yearned for, perhaps the pressure of his serious facade will be reduced and we might see the softer side of Senna much more.



F1 REVIEW '88 from DUKE marketing VIDEO

Nobody does it better! They never have and they never will, because the FOCA production team are the acknowledged creme de la creme of Formula One visual diarists.
And this time they've excelled themselves. Not only the most stunning action shots of all 16 races in the series – this official FIA video is always eagerly awaited by enthusiasts all over the world – but the inside story, never-before-seen on video, of what REALLY goes on behind the scenes. It's not all grim faces and gleaming paintwork. Until now, these candid sequences have been the private preserve of the "in crowd", the drivers themselves and the privileged "backroom boys" who live and breathe Formula One. This video gives you the opportunity to join them: to be there yourself and share the laughter, the tears and the complete drama of F1 '88!
To cap it all, the wit of commentator **Tony Jardine** is complemented by the wisdom of **Stirling Moss.**
A unique programme in every sense.
No. 3488
150 mins **£32.50** (+ p&p)
FOCA
Release date 12th December

SPECIAL BOOK & VIDEO OFFER **SAVE £5**
Buy the 'F1 '88' Review video and 'Autocourse '88/'89' together for only £50 including p&p (Europe £55, Rest-of-World £65). Offer applies whilst stocks of 'Autocourse' last. Order early!

Other superb FOCA reviews and highlights –

The ultimate record of every season of F1 since 1981 is available on FOCA's renowned video reviews which are now treasured by collectors worldwide. Running for between 90 and 150 mins, each programme covers every race, all the most significant developments affecting the championship as well as the most dramatic and spectacular incidents. So to start, or extend your collection, here's your choice:

Formula One Review '87 – Mansell's oh-so-near challenge which enthralled fans all year long.
No. 3478 120 mins *N **£32.50** (+p&p)

All Over, Down Under – GP '86 – A real cliff-hanger which went right down the wire to the last round. Clive James comments.
No. 3460 120 mins *N **£32.50** (+p&p)

Deservedly Prost – GP '85 – Unique commentaries (by the drivers themselves). A new insight into each race. No. 3087 106 mins *N **£32.50** (+p&p)

Two Till The End – GP '84 – Niki Lauda's third championship comprehensively chronicled by Clive James. No. 3065 90 mins *N **£32.50** (+p&p)

Grand Prix '83 – Worth watching for the pit stop action alone.
No. 3043 108 mins *N **£29.90** (+p&p)

Grand Prix '82 – Rosberg's attack pays off but Villeneuve was not to see the end result. Clive James commentates. No. 3500 90 mins *N **£29.90** (+p&p)

Grand Prix '81 – First of FOCA's definitive reviews spanning the full season.
No. 3154 86 mins *N **£24.95** (+p&p)

SPECIAL OFFER
'The F1 Collection'
8 years of racing in over 14 hours of high quality video. Buy all 8 F1 reviews for only £206 post FREE.
SAVE OVER £40!

THE '70's COLLECTION

Brunswick Films' (and others') excellent documentaries about F1 span the '70's. Now you can buy them on video, often with two years on each tape. Each programme captures the 'feel' of the period as well as showing some of the best races. Worthy foundation for any collection.

GP	No.	GP	No.
'70/'71	3119 (56 mins)	'74/'75	3122 (52 mins)
'73 (JPS)	3120 (60 mins)	'76/'77	3123 (46 mins)
'72/'73	3121 (55 mins)	'78/'79	3124 (52 mins)

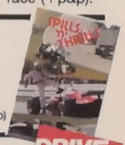
Brunswick/Quadrant **£24.95** each (+ p&p)

Every individual F1 GP since '84 is available from DM as a FOCA Highlights tape. Based on all the TV coverage at each event **plus** FOCA's own camera crew output, the '84, '85, '86 GP's are covered in 60 minutes whilst the '87 races get **80 minutes** each.
Prices: 1984, '85 **£14.95** per race (+p&p); 1986 **£19.95** per race (+p&p); 1987 **£24.95** per race (+p&p).

SPECIAL OFFERS
Buy at least four tapes and deduct £4.50 per tape!
PLUS there's a FREE tape for every six you buy!

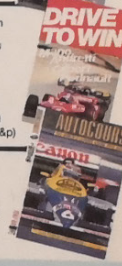
SPILLS 'N' THRILLS

Over 150 crashes, near-crashes and incidents from the F1 world. Villeneuve spinning his way into the GP points, waltzing Williams, leaping Ligiers, bouncing Brabhams, fiery Ferraris and bent Bennetons – and no-one gets hurt! Spans 1981–83 to the accompaniment of an enjoyable musical soundtrack.
No. 3439
FOCA
32 mins *N
£19.95 (+p&p)



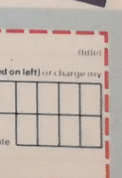
DRIVE TO WIN

At last, a comprehensive video on how to drive a racing car. Featuring Indycar race action and top driver comments, plus over 40 minutes of superb Formula Ford in-car footage in training **and** race situations, the video has got the lot. As *Auto Week* said: 'Expertly mixes together the controlled, contained atmosphere of a typical race driving school (the Jim Russell School in Canada) with a champion driver's (Mario Andretti) philosophy on racing . . . Everything you may have read from Taruffi, Stewart or Lauda is covered . . . Something special to plug into the VCR.
No. 3090
Nutmeg Productions
120 mins
£34.50 (+p&p)



AUTOCOURSE '88/'89

Now presented in sensational colour throughout 'Autocourse' is the definitive GP annual. As Jackie Stewart said: 'The most complete and accurate of all the annuals. It is a collectors item and should be part of the library of every serious motor racing enthusiast.' Need we say more?
Still available, small stocks of: ***AUTOCOURSE '86/'87*** **£18.95** (+p&p); ***AUTOCOURSE '87/'88*** **£19.95** (+p&p).



Video Distributors for
FOCA
Castrol
HONDA
Shell Oils

FREE Catalogue – Whatever your interest, hobby or pastime, send now for the DM Catalogue. It's FREE so just tick the coupon or write in.
Videos are available in VHS or Betamax (unless otherwise stated) for the PAL system. Some titles also available in VHS and Beta for NTSC systems as used in America, Japan and some other countries (see titles marked *N) **NTSC £5 extra**.
Ordering couldn't be easier. By post use Cheque, PO/MO or Credit Card or order via any Post Office using NATIONAL GIRO TRANSCASH (pay a/c No. 861 2962). By 'phone FREE 0800 269980 (24 hrs) use Credit Card or COD. Delivery 7–28 days. If you're not satisfied then we will replace or give you a refund within 30 days of purchase.
Post & Packing charges – 1 Video: UK & Europe £1.50; Rest of World £4.00. 2 or more: UK & Europe £2.50; Rest of World £7.00. Books: p&p based on a percentage of value – UK 10% (min. charge £1.50); Europe 40% (min. £2); Rest of World (Airmail) 80% (min. £3).

To: Dept. 16 2,
Duke Marketing Ltd.,
PO Box 46,
Douglas,
Isle of Man.
Tel: (0624) 23634

phone FREE 0800 269980

Credit Card orders taken **24 hrs**
FREE Catalogue ☐
Please send ..... (title)
*I enclose cheque/PO for £ ..... (incl. p&p charges as detailed on left) or charge my
Credit Card a/c No.
Name .....
Address .....
Ex. Date
Signature .....
* Delete as applicable

1612
dm

JAPANESE GRAND PRIX

JOHN BLAKEMORE

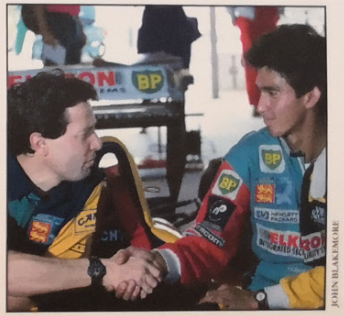
As expected the two Marlboro McLarens occupied the front row by raceday, as 120,000 paying spectators crammed Suzuka's challenging confines, but Sunday's weather omens looked as bleak as Emperor Hirohito's health.

JOHN BLAKEMORE

'What does the Championship mean to you, Ayrton?' was the post-race question. But before the Brazilian could respond, Thierry Boutsen jumped in. "More money!"

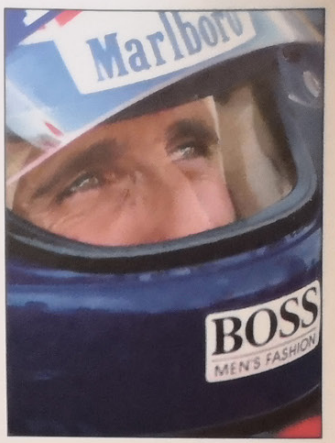
"More hassle," said Senna tersely, and then you knew. Somehow I'd hoped he might jump for the sheer joy of achieving his obsessive ambition of becoming World Champion, might betray an outward sign of the emotions he must be feeling within after a spectacular race. But no, Ayrton looked just as bored as he always does at a post-race press conference. The tears that had welled momentarily as he accepted the congratulations of the Brazilian press in the pit road had long slipped back behind those sleepy-looking eyelids. The European press, for so long in his support since his early racing days in Britain, weren't going to get that sort of treat, of seeing the man behind the mask. It was a shame, given the manner in which he had just clinched the title with a brilliance that will eventually rank him among the all-time greats. Only later, much later, did the tears come back, and then there were only the genuine spectators and his team colleagues to see the pure delight and the sheer emotional impact of his triumph. And what a triumph.

It was Gilles Villeneuve who reckoned his idea of the ideal race was one including a pit call prior to a storming drive to victory, for the French-Canadian never wanted an easy route. Ayrton, however, was convinced it was all over — as far as winning the title in Japan was concerned, at any rate — when within seconds of the start he stalled his McLaren Honda V6. Frantically he waved both arms aloft. Luckily he got it going again. Twice. But by the time he was under way, front-row partner Alain Prost appeared well on the way to one of the two victories he needed in the final races if he was to take his third crown.


JOHN BLAKEMORE

JOHN BLAKEMORE

JOHN BLAKEMORE



The Japanese GP was never going to be a cakewalk, though, not from the moment the temperature began sliding uncomfortably downwards on Saturday. As expected the two Marlboro McLarens occupied the front row by raceday, as 120,000 paying spectators crammed Suzuka's challenging confines, but Sunday's weather omens looked as bleak as Emperor Hirohito's health. As the one o'clock start approached, so did the rain spots, and though they held off initially, showers were to render the track more slippery than the Cresta Run.

His detractors will tell you Prost can't race in the wet, but with the first shower he maintained his 13 second margin over Senna after Ayrton had carved by Patrese and Nannini, Alboreto and then Berger. But then, around lap 17, Prost's problems really began. From lap six Ivan Capelli had shoved his Leyton House March past Berger's Ferrari, and suddenly it was Estoril all over. And, dammit, by lap 19 he was challenging the Frenchman for the lead. Senna, meanwhile, had a nice clear run at them both, and then going into that lap Prost had to lift a fraction in the chicane as new boy Aguri Suzuki spun on the exit. Down to turn one Capelli nosed ahead, for a tantalising 400 yards, before Alain slithered ahead again on the inside. Next time round Ivan rolled to a halt. "Half tanks," grinned Ron Dennis, knowling. "Yeah, just like I had in Portugal," hissed an angry Capelli when he heard of the remark. In truth he'd suffered electrical failure after another impressive run, and with Gugelmin struggling all race with a loose drinks bottle that rolled around the footwell, March's chances evaported.

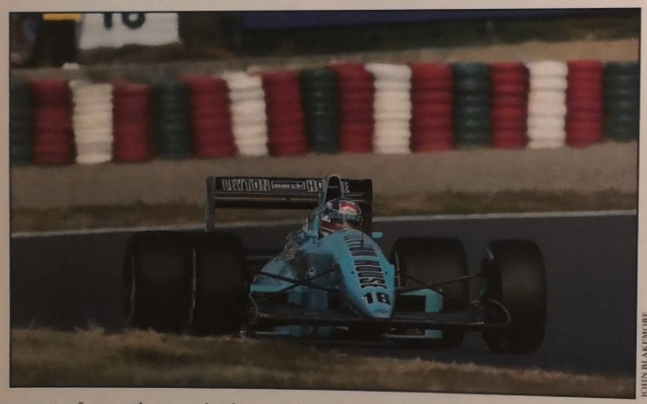
Senna, meanwhile, was on the attack, and in the part-wet, part-dry conditions

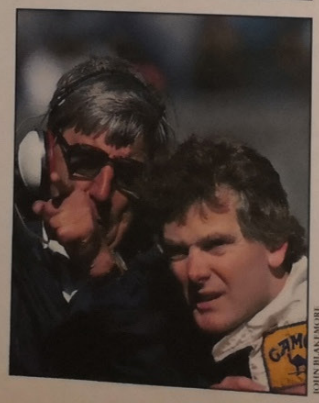
was simply sensational. It would have been so easy to throw it all away trying to make up ground. Instead, he took risks and got away with them. By lap 28, pouncing as Prost had to back off when lapping the duelling Gugelmin and de Cesaris, he had a lead he never lost. Prost clung on beautifully to begin with, maintaining the pressure and never giving Senna a moment's respite. Indeed, in the second shower around lap 37 he began closing again, whittling a 5.5 second margin down to 1.5 three laps later, until an obstructive Satoru Nakajima lost him a whole second. He moved in again, both MP4/4 pilots working on a knife edge, but again it was Ayrton who got the traffic breaks as Alain coped with a damaged gearbox dogring that occasionally hampered gearshifts. Then as the Frenchman came up to lap his battling countrymen, Philippe Streiff and Alliot, the cause finally became lost. "It was very difficult out there, and with the backmarkers driving so badly, not even looking at the blue flags, I finally knew it was finished," he remarked quietly. If it had stayed dry throughout he believed he would have won or run out of fuel in the battle with Senna, poor start or not. As it was, he was as gracious in defeat as one has come to expect of a gentleman who knows his own abilities and limitations, and is at ease with both.

The Japanese GP, besides giving Senna such a fine showcase for his talents, was remarkable also for its bad tempered nature. Derek Warwick was scathing about Nigel Mansell's first lap attempt to overtake which cost the Williams its nosecone and the Arrows its left rear Goodyear, Warwick pitted, returned to the fray long enough to annoy Riccardo Patrese by staying ahead and helping the Italian to ruin his front tyres understeering in his aerodynamic wake, then gave up after a big moment on the wet surface slithered him into the first corner gravel bed for a long time.

JOHN BLAKEMORE

JOHN BLAKEMORE


JOHN BLAKEMORE


JOHN BLAKEMORE

Mansell also recovered after receiving a new nose, drove like a fiend to hack up to 12th behind a lapped Piquet, who'd been delayed by Senna's start and had also gone off in turn one, and then collided with the Camel Lotus in the chicane.

"He turned in on me," glowered the Briton. "He just drove into the side of me," countered the Brazilian. Nett result: one angry retired Williams driver, one delayed Lotus.

After both its drivers had qualified on the third row with an identical time, Lotus had hoped for better fortune in Honda's homeland, but Nelson retired shortly after, still suffering the nausea and sickness that had bothered him throughout qualifying, while Nakajima could only climb to seventh, just behind Patrese, after emulating Senna at the start.

Then there was Alboreto v Nannini. This little disagreement brewed on lap eight when the two touched briefly in turn one, the Ferrari spinning across the Benetton's bows. Michele firmly believed Sandro had done it deliberately, and when the latter came up to lap him late in the race he baulked him mercilessly until team-mate Berger was able to catch and repass the Benetton for fourth. The two Italians then came, briefly, to blows in the paddock. Berger sailed on, restricted as ever by fuel economy and well out of touch with the other Benetton of Boutsen, who finished third yet again after a troublefree run.

And then there was de Cesaris v Suzuki. The hapless Japanese F3000 driver did a very good stand-in job at Larrousse Calmels for the car-infected Yannick Dalmas, and had the misfortune to split Gugelmin and de Cesaris as they lapped him. Andrea took it upon himself to teach him a lesson by bringing both to a silly standstill in the hairpin, before retiring with overheating a little later after the inevitable off.

Rene Arnoux, too was in his usual drive-for-yourself-only mode, holding up

JOHN BLAKEMORE

JOHN BLAKEMORE

Alex Caffi for lap after lap as Nakajima, Mansell and then Bernd Schneider in the sole Zakspeed carved by, Caffi eventually, and uncharacteristically, went off shortly after finding a way past the Ligier, whereupon Julian Bailey re-enacted his Monza battle with the Frenchman and finally found the loophole in his defence just as Luis Sala was beginning to close on the Tyrrell.

Suzuka marked the first time since Silverstone that both of Uncle Ken's cars started, and Jonathan Palmer was a real star as he qualified 16th in the heavy spare after a catalogue of misfortune, and then ran as high as eighth before sustaining a puncture. His sixth fastest lap was, however, a reflection of the new tyres he received during his pit call.

Schneider's fine drive brought him up with Martini's Minardi for 15th, after starting 25th but he finally had to abandon when his left arm, injured in a shunt the previous day, became so numb he couldn't hold the steering wheel. It was the sort of misfortune that befell Cheever and Larini, too. The American was a solid eighth, having ousted Palmer, when his Arrows' fuel metering unit became over-active and created a fire in the turbocharger, while Larini's run in 19th was ended by a loosening wheelnut.

As Senna crossed the line after the 51st lap, he punched the air triumphantly, and finally it was all over. Adelaide was still two weeks hence, but it didn't matter now. He had done all he had to do in Japan, in Honda's backyard, and there was no need for the strain to be prolonged. He may have seemed morose, almost unaffected by his success in the immediate aftermath. Indeed, most other drivers may even privately have wished to see Alain Prost take the title, but in the end the best man won. All that now remains to be seen is if he can mellow, loosen up, and be the sort of outgoing champion he could so easily be. ■

JOHN BLAKEMORE

JOHN BLAKEMORE

DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Ayrton Senna	87
2	Alain Prost	84
3	Gerhard Berger	41
4	Thierry Boutsen	29
5	Michele Alboreto	24
6	Nelson Piquet	16
7	Alessandro Nannini	15
	Derek Warwick	15
9	Ivan Capelli	14
10	Nigel Mansell	12
13	Eddie Cheever	5
	Jonathan Palmer	5
	Mauricio Gugelmin	5
	Riccardo Patrese	5
15	Andrea de Cesaris	3
16	Pier-Luigi Martini	1
	Satoru Nakajima	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

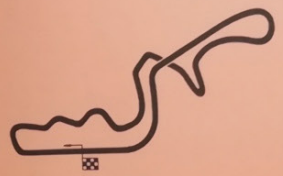
Pos	Team	Total
1	McLaren-Honda	184
2	Ferrari	65
3	Benetton-Ford	44
4	Arrows-Megatron	20
5	March-Judd	19
6	Lotus-Honda	17
	Williams-Judd	17
8	Tyrrell-Ford	5
9	Rial-Ford	3
10	Minardi-Ford	1

1988 JAPANESE FORMULA ONE GRAND PRIX

LENGTH

5.859 km

3.641 miles



FASTEST LAPS

Driver	Time	Lap
Ayrton Senna	1m46.326s	33
Alain Prost	1m46.482s	44
Thierry Boutsen	1m47.161s	22
Ivan Capelli	1m47.375s	11
Alessandro Nannini	1m47.991s	34
Jonathan Palmer	1m48.138s	41
Riccardo Patrese	1m48.289s	32
Nigel Mansell	1m48.317s	23
Nelson Piquet	1m48.402s	23
Gerhard Berger	1m48.655s	25
Satoru Nakajima	1m48.660s	26
Eddie Cheever	1m48.734s	24
Mauricio Gugelmin	1m48.780s	32
Philippe Alliot	1m48.913s	35
Michele Alboreto	1m49.014s	35
Philippe Streiff	1m49.218s	30
Andrea de Cesaris	1m49.478s	24
Pier-Luigi Martini	1m50.483s	34
Luis Sala	1m50.553s	30
Derek Warwick	1m50.583s	9
Aguri Suzuki	1m50.642s	31
Alex Caffi	1m50.762s	22
Bernd Schneider	1m51.435s	12
Nicola Narini	1m51.570s	27
Julian Bailey	1m51.638s	40
Rene Arnoux	1m52.062s	30

OFFICIAL STARTING GRID

A. PROST (1m 42.177s) McLaren-Honda MP4/4	(1)	A. SENNA (1m 41.853s) McLaren-Honda MP4/4
I. CAPELLI (1m 43.605s) March-Judd 881	(2)	G. BERGER (1m 43.353s) Ferrari F187/88C
S. NAKAJIMA (1m 43.693s) Lotus-Honda 100T	(3)	N. PIQUET (1m 43.693s) Lotus-Honda 100T
N. MANSELL (1m 43.893s) Williams-Judd FW12	(4)	D. WARWICK (1m 43.816s) Arrows-Megatron A10B
T. BOUTSEN (1m 44.493s) Benetton-Ford B188	(5)	M. ALBORETO (1m 43.972s) Ferrari F187/88C
A. NANNINI (1m 44.611s) Benetton-Ford B188	(6)	R. PATRESE (1m 44.555s) Williams-Judd FW12
A. DE CESARIS (1m 45.558s) Rial-Ford ARC 01	(7)	M. GUGELMIN (1m 45.138s) March-Judd 881
J. PALMER (1m 45.916s) Tyrrell-Ford 017	(8)	E. CHEEVER (1m 45.845s) Arrows-Megatron A10B
P. STREIFF (1m 46.486s) AGS-Ford JH23	(9)	P. MARTINI (1m 46.449s) Minardi-Ford M188
A. SUZUKI (1m 46.920s) Lola-Ford LC88	(10)	P. ALLIOT (1m 46.521s) Lola-Ford LC88
L. SALA (1m 47.134s) Minardi-Ford M188	(11)	A. CAFFI (1m 46.982s) Dallara-Ford Bms188
N. LARINI (1m 47.547s) Osella-Alfa FA1L	(12)	R. ARNOUX (1m 47.193s) Ligier-Judd JS31
J. BAILEY (1m 48.589s) Tyrrell-Ford 017	(13)	B. SCHNEIDER (1m 47.599s) Zakspeed 881

RACE CLASSIFICATION AND RETIREMENTS AFTER 51 LAPS

Pos.	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/kmh)
1	Ayrton Senna	Bra	McLaren-Honda	51	1h 33m 26.173s	119.230/191.880
2	Alain Prost	Fra	McLaren-Honda	51	1h 33m 39.536s	118.947/191.424
3	Thierry Boutsen	Bel	Benetton-Ford	51	1h 34m 02.282s	118.467/190.652
4	Gerhard Berger	Aut	Ferrari	51	34m 52.887s	117.414/188.957
5	Alessandro Nannini	Ita	Benetton-Ford	51	1h 34m 56.776s	117.333/188.828
6	Riccardo Patrese	Ita	Williams-Judd	51	1h 35m 03.788s	117.189/188.596
7	Satoru Nakajima	Jap	Lotus-Honda	50		
8	Philippe Streiff	Fra	AGS-Ford	50		
9	Philippe Alliot	Fra	Lola-Ford	50		
10	Mauricio Gugelmin	Bra	March-Judd	50		
11	Michele Alboreto	Ita	Ferrari	50		
12	Jonathan Palmer	GB	Tyrrell-Ford	50		
13	Pier-Luigi Martini	Ita	Minardi-Judd	49		
14	Julian Bailey	GB	Tyrrell-Judd	49		
15	Luis Sala	Spa	Minardi-Ford	49		
16	Aguri Suzuki	Jap	Lola-Ford	48		
17	Rene Arnoux	Fra	Ligier-Judd	48		
18	Andrea de Cesaris	Ita	Rial-Ford	36	Overheating	
19	Eddie Cheever	USA	Arrows-Megatron	35	Turbo fire	
20	Nicola Larini	Ita	Osella-Ford	34	Loose wheelnut	
21	Nelson Piquet	Bra	Lotus-Honda	34	Driver unwell	
22	Nigel Mansell	GB	Williams-Judd	24	Accident damage	
23	Alex Caffi	Ita	Dallara-Ford	22	Accident	
24	Ivan Capelli	Ita	March-Judd	19	Electrical failure	
25	Derek Warwick	GB	Arrows-Megatron	16	Driver gave up	
26	Bernd Schneider	Ger	Zakspeed	14	Driver's arm inflamed	

Fastest lap: Ayrton Senna, on lap 33, 1m 46.326s, 123.266mph.

a long way to go EDDIE CHEEVER

In 1978 Mario Andretti became only the second American to win the world championship. That same year a 20-year-old American made his Grand Prix debut: Eddie Cheever drove a Hesketh Ford in the South African Grand Prix.

Ten years later Cheever, now a Formula One veteran with over 110 starts, is America's only active Grand Prix driver.

In Spain Cheever sat under the awning of the USF&G Arrows motorhome and talked about his career — past, present and future.

Like many of his peers, Cheever started in go karts. Unlike many other drivers, however, Cheever didn't start in go karts with visions of one day racing in Formula One.

"I started racing by pure accident," Cheever recalls. "I didn't spend much time with my parents until I was 10 or 11 years old because they were working all the time. My mom gave my father and me a go kart as a Christmas present when I was 12 to try to get us to spend more time together.

"I was good at what I was doing and my father thought it would be a good idea for me to start racing. I really just started as a lark.

"Racing for me was just a way to spend more time with my father. Not only did my father not hinder my racing career, he also told me that he would give me all the backing he could."

Eddie's father pushed hard . If it was raining Eddie could expect his father to drag him outside to practice wet driving.

All the work paid off and Cheever climbed the European racing ladder — karts (he won the 1974 European kart championship), Formula Ford, Formula 3 and Formula 2.

His first Formula One experience was a test for Ferrari after Niki Lauda's accident in 1976.

"After I did that test — it was very successful — I had an accident in a race at Vallelunga." Cheever says, "I broke my wrist and my shoulder. That put everything back a bit, so I raced the Osella Formula 2 again."

Cheever's first Grand Prix was in 1978 when he drove a one-off race for Hesketh in South Africa. In 1980 he and Osella set off on a full year of Formula One.

"We started off poorly", Cheever says, "but by the end of the year we qualified in the top 10.

Cheever is a Formula One veteran with over 110 starts.

"In 1981 I went and raced for Ken Tyrrell which was a good experience for a young driver. Ken's cars were screwed together well, and I managed to finish races which is an art you have to learn. Ken is a good man and a honest man. Unfortunately I raced for him in a period when there wasn't much money, and his team was a bit of a hand to mouth operation.

"After Ken I raced for Ligier which was a mistake. I should have stayed with Tyrrell because they had a very good car that year."

Then the offer to join the exhalted Renault team. It was 1983 and Renault team leader Alain Prost was tipped to win the championship.

But Cheever would find out what every other driver including Prost would discover about Renault. For all it's mighty power, the giant French team had intrinsic flaws which kept it from winning the championship.

America's only active Grand Prix driver.

"I signed on as a number two driver," Cheever says, "which was not a wise decision. It's very difficult to compete against someone like Prost even in the best of conditions. I had the disadvantage of never doing any testing.

"The whole team was built around Prost because they had had a problem with Rene Arnoux the year before. There was a period of four or five races where I outran him (Cheever had a second and three thirds in 1983) and everything looked good."

Then Cheever suffered a string of idiotic mechanical failures. He had a loose throttle cable, a blown head gasket, the distributor belt fell off . . .

"Everything went wrong because the Brabham BMW started to run well," Cheever says, "and in the end Nelson Piquet won the championship."

Prost lost the championship and had an acrimonious parting of the ways with Renault. So did Cheever.

"From there I went to Alfar Romeo for two seasons that were very difficult," Cheever says.

If you attended or watched a Grand Prix on television in 1984 and 1985 you will remember the colourful picture: the green Alfas trailed by huge clouds of bright white smoke from blown turbos.

"The whole Alfa project was run by incompetent management," Cheever says. "The engineering department did not have the right tools to get the job

Cheever's first Grand Prix was in 1978 when he drove a one-off race for Hesketh in South Africa.

done. It was a pity because we had an excellent sponsor — Benetton."

Alfa was Cheever's fifth Formula One team in five years. Did he change too often? "Every team I switched to until I left Renault was a step up the ladder," Cheever says.

Alfa, he will admit, was a step down. In 1986 he was only on the Formula One ladder once — a single drive in the Haas Lola at Detroit where he subbed for an injured Patrick Tambay.

While racing for Alfa in Formula One Cheever had become involved with Tom Walkinshaw's Jaguar endurance team. It's been a successful partnership with Cheever racing and winning in the World Sports Car Championship (he won five times in 1988) and the American IMSA series.

Cheever has yet to win in Formula One. "I have come very close," he says. "I've had a few seconds, a few thirds. Motor racing on the whole has become extremely professional with the engineers becoming more important as time goes on."

Do the victories in the Jaguars help soothe the pain of going winless in Formula One? "Nothing compares to Formula One," Cheever says. "But if you are not racing or winning in Formula One, it's good to be winning in something else."

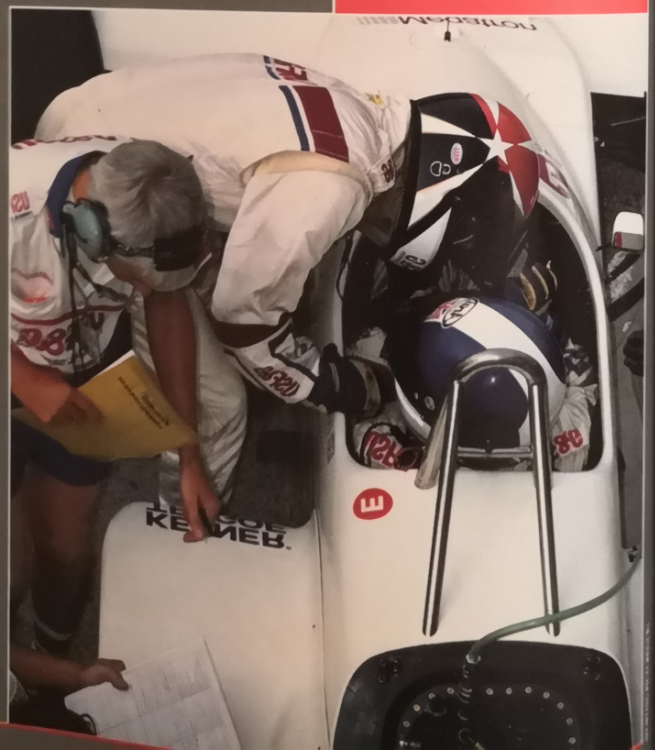
The chance to return to Formula One came with a two year contract to drive for Jackie Oliver's USF&G Arrows Megatron team. Cheever seems to have found a niche with Arrows in Formula One and has enjoyed his time with the team in 1987 and 1988.

"The Arrows program was interesting," Cheever says, "because they were rebuilding something that had almost eliminated itself after two unsuccessful years and a very bad car. The whole project started with a clean sheet of paper in 1987.

"There was nothing left (from 1986). We had new engineers, new engines, new mechanics, new drivers . . . the works. I had some exceptional races in 1987, and we've had a few good ones in 1988. I think the work we've done so far with the backing of USF&G (an American finance company) has been exceptional."

Yes, but it hasn't all been roses, has it? "If Arrows has a problem it's that they can't seem to run two cars at the same level," Cheever says. "In 1987 Derek

Cheever considers Formula One to be the ultimate experience.



Warwick had lots of problems and 1988 seems to be my turn to have lots of stupid little problems.

"Formula One has become so competitive that if you have the slightest thing go wrong, even in practice, you fall back five places. But all in all I'd say that it's been a success, and I'm glad to have spent two seasons at Arrows."

Others would agree even though Arrows hasn't won a Grand Prix; the team's best finish in the past two years was Cheever's splendid third at Monza in the 1988 Italian Grand Prix. Part of the reas on of the success of Arrows has been that Cheever and Warwick realize that being a Formula One driver is more than just arriving at the circuit and climbing into the cockpit. Both drivers enjoy a friendly relationship with their team, sponsors, fans and the press.

More than one Grand Prix driver has the reputation of having little time for the press. Cheever, however, once told me that I didn't talk to him enough! We had arranged for this interview to be after Saturday's practice in Spain. It was one of the worst days that Cheever ever had. His Arrows had handling problems, and he barely qualified, gridding 25th out of 26 starters. Yet after this miserable day he still gave Prix Editions all the time needed for this interview.

At the time of the interview, Cheever's plans for 1989 had yet to be finalized. His seat at Arrows was being threatened by Satoru Nakajima who had a reported US$2million in personal sponsorship. The possibility of an American driver losing his place on a team with an American sponsor clearly rankled and disappointed Cheever.

Cheever was born in Phoenix, Arizona, and moved to Italy with his family when he was four. Many claim he's Italian. Says Cheever: "I'll show whoever says I'm Italian my U.S. Internal Revenue Service tax receipts, and then they can decide."

Or maybe they should watch Cheever playing American football in the paddock with the American ESPN TV crew.

Ironically, America's two most famous Grand Prix drivers, like Cheever, both have strong ties with Italy. Mario Andretti was born in Italy, while 1961 world champion Phil Hill spent much of his career with Ferrari.

Cheever has a rigorous training program. "My family's business is physical fitness," he says, "so it's only natural that I spend a lot of time training. I do a lot of running, swimming and I play squash."

Since those early days in the go kart Cheever has enjoyed the support of his parents. He's also been lucky to have the complete support of his wife. The vivacious Rita is a regular visitor to the races. "I've known my wife since I was a child," Cheever says. "She's been with me through all my racing since the beginning." The Cheevers, by the way, are expecting a baby in March.

Eddie and Rita maintain homes in Rome and Monte Carlo. They do not personally own any street cars, but there is a Jaguar in the garage.

One day, when Cheever decides to retire, will he be a Jackie Stewart or a Jody Scheckter? In other words, will he remain involved in the sport as Stewart has, or will walk away like Scheckter did? To this question Cheever answers quickly and firmly: "I will not want to have anything to do with racing when I stop."

That day, however, is still far away . What of his driving future? Cheever has already stated that he considers Formula One to be the ultimate driving experience. But after Formula One he has another ladder he wants to climb. "I'm only 30 years old and I've got a long way to go," Cheever says of his racing career. "I'm looking forward to an American program. When? I don't know. It could be tomorrow or two years from now. It could be with Jaguar in 12 months. But I will definitely do some racing in America before I hang my helmet up."

Cheever has yet to win in Formula One with a few seconds and thirds.

The European Touring Car Champion 1988.

FINAL RESULTS: EUROPEAN TOURING CAR CHAMPIONSHIP 1988.

MAR	27	Monza	**Sierra**	**1st**
APR	17	Donington	**Didn't finish**	
MAY	8	Estoril	**Sierra**	**1st**
	15	Jarama	**Sierra**	**1st**
	29	Dijon	**Sierra**	**1st**
JUN	5	Vallelunga	**Sierra**	**1st**
JUL	10	Nurburgring	**Sierra**	**1st**
	31	Spa	**Sierra**	**2nd**
AUG	21	Zolder	**Sierra**	**2nd**
SEPT	4	Silverstone	**Sierra**	**1st**
	11	Nogaro	**Sierra**	**1st**

Ford Sierra. Ford

RON DENNIS

LUKAS GORYS

THE COOLEST HEAD AT McLAREN

On the heat of crisis and conflict, the coolest head at McLaren is worn by team boss Ron Dennis, the driving force behind the best Formula One team of the past decade.

In what's been the team's most triumphant year with an unprecedented 15 grands prix victories and yet another world champiion, it hasn't been the smooth road the softly-spoken Englishman would have preferred.

The final quarter of the season should have seen him soaking in the champagne of success while pondering what he could possibly achieve in an already fabulous career full of highs.

Instead, he's been forced on the defensive by some unpleasantries that have taken some of the zing out of the Moet sparkle.

Between Portugal and Spain, Dennis had been forced to give Ayrton Senna a stern lesson about team spirit and driver etiquette after a startling opening-lap manouvre that nearly sent Prost into Estoril's pit wall — and oblivion!

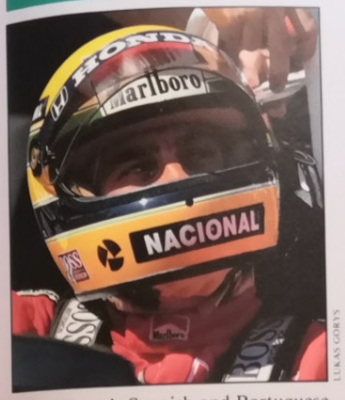
He adriotly nipped-in-the-bud the Prost-Senna conflict before more than 100 pressmen crammed into a room at the Hotel Jerez had the chance to sharpen their pens and go for the Brazillian's jugular.

"Fundamentally, it's a team matter. More accurately something between our two drivers and as such has been resolved. We are always keen to keep these sorts of things within the team . . . between the drivers. It's resolved . . . finished and we don't want to discuss it any further," Dennis told them. And they meekly obeyed.

Then as the team's prepared for the penultimate race in the Orient came Jean-Marie Belestre's inference that

FRANK PANGALLO

World Champion — Ayrton Senna, McLaren Number 1 in 1989



LUKAS GORYS

maybe Prost's Spanish and Portuguese wins had little to do with the fact he drove superbly but subterfuge from within to give the Japanese a Grand Prix to remember!

Of course FISA found no evidence of shenanigans. However rather than let the matter quietly die the thousand deaths it deserved, it issued a generalised warning that only served as cannon fodder for cynical gossips looking for the sensational in an otherwise dull season!

Those close to Ron Dennis know he's been deeply hurt by even the slightest suggestion somebody from within would conspire to "fix" results.

Typical of the true professional he is, dignified Dennis has taken it all smack on the chin and has been able to walk away with a clear conscience.

Dennis has always had a thing about his team looking "clean and spotless" and — in a symbolic fashion — everyone knows its the way he likes to conduct his business, too.

On November 1 — two days after Suzuka and 10 years after the last time the team won in Japan — Dennis celebrated his eighth and most successful year at the helm of McLaren International.

When Dennis' "Project Four" went looking for an entry into Formula One in 1980, McLaren was on a slide and hadn't won a race since the Japanese Grand Prix of 1977.

Up until then Project Four had been the pinnacle of a swift and steady evolution through the ranks of Formula 2 and 3 in which various teams run by Dennis prepared and built cars for the likes of Graham Hill, Carlos Reutermann, Australian Tim Schenken and a couple of teenage tyros, Eddie Cheever and Stefan Johansson.

Dennis himself was at first a rather reluctant participant in the world of motorsport, beginning his working life at 18 as a mechanic for the Cooper F1 team before moving onto Brabham where he established a strong relationship with Sir Jack and his Australian partner Ron Tauranac (later founder of Ralt).

"I was never bonkers about motor racing but the supposed technical excellence appealed", he says.

"I was a mechanic working with my hands and deep down resented it. I hated getting dirty and within half an hour of getting home I'd be spotless.

"But I thought it was good experience and would stand me in good stead."

After leaving Brabham in 1971, Dennis set himself on an ambitious course as a team owner, quickly learning all the sales tricks to procure sponsors and partners along the way.

When the merger with McLaren went through, Dennis wasted little time in giving the team a new purpose, image and opportunity to start winning again. He moved the team to new headquarters, brought in John Barnard to design a competitive car and signed Alain Prost and John Watson as drivers. Prost showed his potential but quit at the end of 1981 after escaping unscathed from a crash at Watkins Glen.

Dennis then badgered Austrian champion Niki Lauda out of retirement and secured a huge deal with the high tech company Techniques d'Avant Garde and Porsche for a V6 turbo engine.

In just eight years, the tall self-effacing Dennis has turned McLaren around to the point where it may soon challenge some of Ferrari's long-standing records and the team from Maranello's mantle as the greatest team of all in Formula One.

Dennis doesn't know what actually motivates him, although he's sure it isn't money. He is a perfectionist and applies high standards to everyone who works for him.

When it all boils down, though, Dennis is in a business where to win is all that matters.

And winning is what McLaren managed to do so effortlessly throughout 1988, breaking its own record for most grand prix wins in a single season and picking up its third constructors championship in five seasons.

Until Senna's collision with Jean Louis Schlesser's Williams in the dying laps at Monza, it even looked like they would win every race.

There's a hint of disappointment in Dennis' voice when he reflects on what could have been in Italy. Not from a

LUKAS GORYS

Dennis is pleased to see normally aspirated cars returning.

LUKAS GORYS

There's no denying Prost's claim to greatness.

statistical point of view but because his team — namely Senna — had the race shot to bits only to see an unncessary error in judgment steal it from right under their noses.

"We attack each Grand Prix individually. That wasn't any different at Monza . . . we went there to win and we weren't concerned about statistics," Dennis points out.

"We were disappointed not to have another win after having been strong in practice and led the race for most of the time . . . that's motor racing!"

Even though he was confident the Honda turbos would ensure the team was strong during the year, he admits being surprised at the lack of competition from the chief rivals.

But he goes on the offensive when its suggested that F1 hasn't much of a spectacle.

"I don't think anyone can ask us deliberately to come second. It's our job to do the best we can," he says.

"It's our job to try and win all the races and I don't see that dominance in itself is bad for Formula One.

"OK it's nice to see a more aggressive race. But if one of our drivers happened to be driving a Ferrari and the World Championship was being fought between Senna in a McLaren and Prost in the Ferrari or vice versa, then I think people would be saying what an exciting season and how close it is.

"The fact remains that it's happening in our cars and doesn't detract from a very exciting world championship . . . it's a bit strange it's happening between two team mates as opposed to two team leaders in opposing teams."

As for the drivers, Dennis hovers around them in more a guardian angel role than that of a team boss who barks orders.

He's conspicuous sitting in with them at press conferences organised by major sponsor Marlboro, fielding the more political or sensitive volleys.

As passive as his nature makes him look, he can also be merciless and, if the occasion calls for it, extremely quick-witted, too.

In Portugal for instance, Dennis took the stick to a local masquerading as a hack seeking some spice from behind boudoir door.

"Both our drivers are very professional and therefore they behave in a manner that's consistent with being professional," he retorted.

They have a very strict training program and diet they adhere to . . . they're more interested in getting rest than getting laid!"

Dennis seems to have found the right chemistry dealing with the enigmatic Senna and making sure he adjusted to a new team and accepting an equal role with the brilliant two-times World Champion Prost.

"With any driver change there are things that can only be evaluated after a learning curve," Dennis explains.

"Reflecting back on the past few months, he's fitted in well and the team has developed at the same time.

"There's even more discipline . . . more of a clinical atmosphere which takes some of the fun out of it, but reaps results for the team.

"It's not as if he has just come into the team as it was last year. We changed the way we went motor racing in several areas and he just became part of that change. It's worked well."

So how does he handle a situation where he has two drivers who can both win the

"It's our job to try and win all the races."

LUKAS GORYS

LUKAS GORYS

Prost and Senna have an amicable working relationship

World Championship?

"You give them equal equipment and let them get on with it!" he says.

Contrary to what many may have thought at the end of last season and what transpired in a moment of madness at Estoril, both drivers have an amicable working relationship.

"They get on very well. It's a totally open situation with a free flow of technical data between all people concerned . . . engineers, drivers and it's only when the flag drops on Sunday that the racing's down to them."

Senna, he says, has different qualities to that of Prost but rates them as virtually equal.

"It all depends on car performance . . . right down to the weather on the day to determine who comes out on top."

There's no denying Prost's claim to greatness with 34 Grands Prix wins and Dennis is keen to keep him in the fold. They're talking terms for 1990-91 but Dennis says with confidence Prost will "retire in a McLaren".

"Not for a few years yet though . . . you'll see these two drivers in our teams for some time," he promised.

Next season, he concedes, will be a big challenge for everyone and he holds no illusions that McLaren will again cream the opposition even though the atmospheric V-10 Honda engine it will have exclusively, looks just as awesome in testing as the turbo.

"I'm not really glad to see the end of turbos," he mutters. "It's nice to look forward to a change and only for that because that's all it is, a change.

"We're pleased to see normally aspirated cars returning and its going to bring another dimension to Formula One because they sound as Grand Prix cars should sound . . . high pitched and throaty."

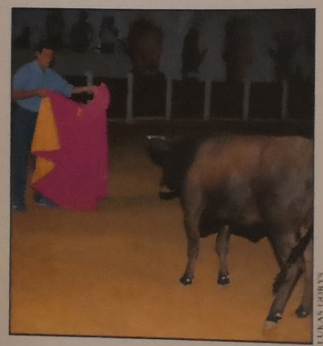
As for Dennis, he's keeping his goals simple — to win a few races and be consistent. ■

Elitist

ALPINE ELECTRONICS OF U.K. LTD. 13 Tanners Drive Blakelands Milton Keynes MK14 5BU Tel: 0908 611556

SPANISH

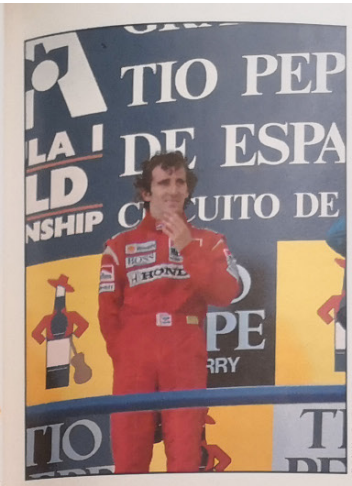
GRAND PRIX



LUKAS GORYS

There is more than a suspicion within the McLaren camp that, knowing his engine to be in trouble at Monza, Prost deliberately kept up the pressure on Senna to make him use too much fuel.

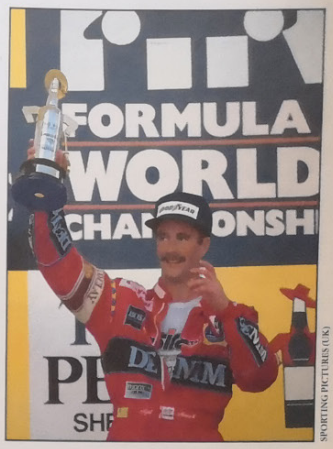
BY DAVID TREMAYNE



DOMINIQUE LEROY

Opposite Page:
Nannini vs bull; Spanish glamour; Prost crosses the line ahead of Mansell.

This page:
Mansell and Nannini join Prost on the Podium; Prost gets off to a good start; Exciting backdrops for the 1988 Spanish Grand Prix.



SPORTING PICTURES (UK)

After the Belgian Grand Prix at Spa it had all begun to look straightforward. Ayrton Senna had just taken his fourth consecutive victory — his seventh of the year — and had finally established his unquestioned superiority over Alain Prost. After all, Prost had led him briefly at both Hungaroring and Spa, but been pushed back to second within moments. The Frenchman had even led in Italy, but the same thing had happened.

Then he got his new chassis at Estoril, and suddenly it was Senna who was leading, only to be overtaken. At Jerez, for the Tio Pepe Grand Prix, the Brazilian didn't even get a look in up front.

After Spa Prost had all but conceded the championship, or so it seemed. But in France he is now being called The Terrorist, for his guerilla tactics. First lull your rival into a false sense of security, then pounce.

There is more than a suspicion within the McLaren camp that, knowing his engine to be in trouble at Monza, Prost deliberately kept up the pressure on Senna to make him use too much fuel. Knowing his own car wasn't going to last the distance, the best Prost could hope for was that Senna might run out of fuel later on if he could pressure him enough before it succumbed. Whether Ayrton was in imminent danger of doing just that as the Ferraris closed in — he is adamant he wasn't — will probably remain a close secret between McLaren and Honda, but the fact is he didn't finish.

After Estoril Prost went to Jerez, one of his favourite tracks, in bouyant mood, the pressure all on Senna. But yet again it was the Brazilian who starred in qualifying — the Brazilian and Nigel Mansell.

If Hungary had been a venue to favour the normally aspirated cars with their lighter weight, so was the Spanish sherry circuit, with its numerous twists and short straights. And so it seemed after Friday's free practice when Mansell was a whole second and a half faster than the next man, team-mate Riccardo Patrese, Alain Prost, then the best turbo, was a massive two seconds adrift.

SPORTING PICTURES (UK)

LUKAS GORYS

SPORTING PICTURES (UK)

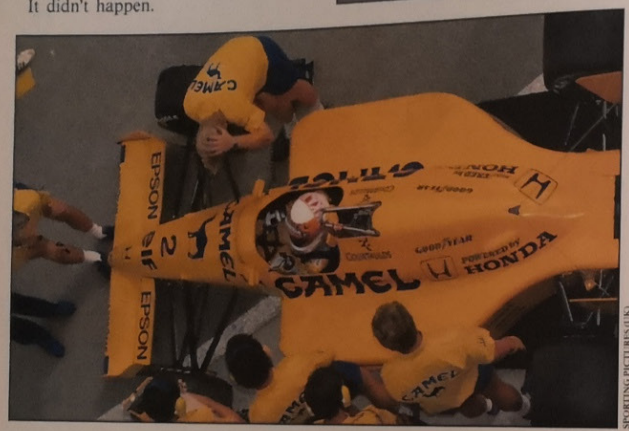
Mansell was right when he suggested the others simply hadn't got their set-ups perfected, but his time was only fractionally bettered as the meeting progressed. Predictably, it was Senna who beat it as the hit and miss game of finding the vitally important qualifying lap brought rancour between the two Williams drivers and the Tyrrell twins. Mansell was vocal in his criticism of Jonathan Palmer, who held him up at one stage, and had been the key player in his Portuguese shunt. And Patrese deliberately brake tested Bailey — and thus ruined his slim qualifying chances — after the Briton had inadvertently spoiled one of the Italian's laps. According to Patrese it was his best; it is an axiom of all motorsport that the last lap is always the fastest.

In the end turbo power told as Prost joined Senna on the front row despite a brilliant Mansell's efforts, but the race was to be different. On the dustier inner line to the uphill rise into Turn One, Senna lagged slightly, Prost got away cleanly, and Mansell came boiling through to edge Senna well to the right, on to the least favourable line, before sliding back across to the left to take the best line into the corner, a safe second. A lap later Senna swooped up the inside to grab the place on entry, but as he ran wide on exit, Mansell pounced back through and that was the last chance Ayrton ever had to run higher than his eventual third.

As he had in Estoril, the canny Prost had juggled himself the perfect chassis set-up. As Senna struggled early on, his fuel readout already relaying the same pessimistic message he said it had relayed in Portugal, his team-mate eased into the distance. Mansell, apparently, was left

behind too, but then he got the bit between his teeth after initially preserving his Goodyears while his fuel tank was full, and by lap 15 we had a race. It was Hungary all over again, with mansell the non-turbo crusader on the attack.
Seven laps later, Prost's cushion had gone. Mansell was 0.9 seconds adrift and going for it. In front of the largest crowd Jerez has ever seen it seemed, fair and square, that a normally aspirated car was about to take the lead of a Grand Prix, and from a McLaren at that.
It didn't happen.

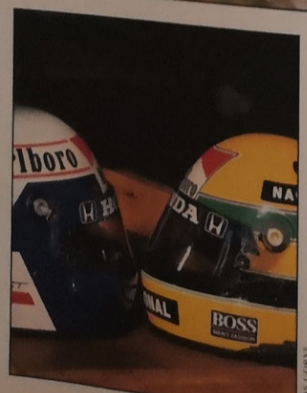
LUKAS GORYS



SPORTING PICTURES (UK)

That was to be as close as Mansell got. Bit by bit, Prost began to edge away again, having conserved his tyres and boost as much as he dared early on. Line perfect lap after lap, the Frenchman was simply at his devastating best, and nobody was better positioned to appreciate that than Mansell.
"Alain was brilliant today," he declared openly. "I gave it all I had, but today he proved that he is the best in the world."
Prost, too, was pleased with his performance, never putting a wheel wrong, never looking remotely flustered as he steered precisely to his 34th victory. Both stopped for new rubber, but where Alain escaped the pits without drama, Nigel lost a little time with a sticking wheel nut.
The duel for the lead never quite became the wheel-to-wheel spectacle we had craved, but nonetheless it was fascinating in its contrasts. Prost, head immobile, almost ruthless in his terrifying consistency. Mansell, head occasionally jerked back against his rollbar, sliding the Williams for all he was worth. He was beaten in the end, but few defeats could have been so honourable.
Senna, meanwhile, had his hands full. His qualifying tactics apart, Patrese was again in strong form all weekend as he hounded the McLaren after slipping ahead of Ivan Cappelli's March in Turn Two after the latter had taken off Thierry Boutsen's nose as he turned in. The Benetton driver was history, consigned to a pit call for a replacement and thereafter a fight back to ninth after a dreadful weekend in which an infringement of the wing endplate regulations cost him his Friday qualifying times after he'd wound up second.
Patrese and Capelli carried on regardless, and Boutsen's partner Nannini was a consistent threat. Lap after lap they circulated, the gap opening and closing like a concertina in traffic as Senna held them up and lost ground steadily to the two leaders. Capelli was the fastest, with Nannini next, but Patrese has always been the master of defence, and his two countrymen stayed bottled up behind. Gerhard Berger began to close in, struggling with the Ferrari's throttle response and fuel consumption, but at least his car was reliable. Michele Alboreto lasted only 15 laps in his slipstream before pulling off with dire overheating in the other F187-88C.
There is little doubt that Capelli is the next real star, and to his credit he stayed cool despite his mounting frustration. In his circumstances, as he watched Prost and Mansell disappear, the easiest thing to do would have been to throw it all away in a rash move, but he proved his maturity by maintaining the pressure and his calmness. "Then I managed to get him where he wasn't expecting it," he bubbled. "That surprised him, I can tell you!"

LUKAS GORYS



LUKAS GORYS

Once past, he flew after Senna, closing the gap the Brazilian had opened within a couple of laps. And then on lap 39 we had the spectacle of the Italian slipping up the inside of Ayrton going into the hairpin behind the pits. He came from a long way back, sat it out side by side with his rival, and emerged an easy third. It was a classic move.
Another, on lap 29, had been Nannini's shrewd decision to stop for rubber early. As Capelli moved away to consolidate, third Sandro was recovering quickly, repassing Mauricio Gugelmin's March (which was fantastic in the fast corners but had no grip round the slow ones) according to its driver) on lap 34. Twelve laps later he was fifth, right with Patrese, benefiting from Capelli's cruel fortune. Lapping at the same speed as the leaders, Ivan was charging when his Judd blew up in a cloud of steam and oil smoke, and his run was over.
Two laps later Nannini had picked off Patrese and duplicated Capelli's move on Senna to run third, and that's the way it stayed as he quickly realised Mansell was lapping too fast to be a realistic target even though the Briton's challenge to Prost was being hampered by a clutch pedal which intermittently stuck on the floor.
Senna's tyre stop on lap 51 dropped him to seventh, but Gugelmin and Berger, who had stopped much earlier, were easy meat. Patrese, too, succumbed in Turn One on lap 65. Though the Italian had run the full distance on his initial tyres, he was able to set his best on the 70th as he closed in. Indeed, the 71st, Berger having set his best on the 70th as he closed in. Indeed, the Austrian slipped ahead as he ran wide, and any final challenge was thwarted as the greedy Ferrari sputtered across the line on the last lap.
Gugelmin survived for seventh, just ahead of Nelson Piquet, who was delighted with his race after an appalling first qualifying session had brought forth a stream of invective about the Camel Lotus. In race trim it was an exact duplicate of Gugelmin's March: blisteringly quick through the fast curves, but gripless in the slow bits which so abound at Jerez. He nonetheless managed to stem Boutsen's plucky rise towards the points, the trio circulating nose to tail by the end.
Remember Alex Caffi's split exhaust in Portugal? Guess what happened at Jerez? Right. Towards the end of a tough race, Alex suffered the same fate, but again made it home, this time against all expectations. Throughout qualifying he'd been laid low by a stomach bug, but you'd never have guessed it from his raceday performance.
Initially he was part of a massive train of cars fighting for 12th place. Nicola Larini, a brilliant qualifier in the Osella, was the first incumbent until Saturo Nakajima pushed ahead before he spun out of contention in Turn One on lap 12. Then Philippe Streiff, another sparkling qualifier, took over in the AGS with Caffi in his wheeltracks. The Frenchman's challenge disappeared in a cloud of oil smoke on lap 17, though, leaving Alex an apparently clear run at Gugelmin. However, by lap 31 a solid charge by Andrea de Cesaris had taken the Rial ahead, into what was by then ninth place. The German team had been troubled throughout qualifying adjusting its car to some new rear tyres Goodyear had produced, but it was better sorted for the race and Andrea proved just how good he can be when he puts his mind to it by hauling through from 23rd on the grid and 18th on the first lap. Sadly, like Capelli and Streiff, he fell victim to a blown engine.
Caffi couldn't contain Piquet as the Brazilian recovered from his tyre stop, but the Dallara was comfortably better than Yannick Dalmas' Lola or Derek Warwick's Arrows. The former had little grip throughout but survived for 11th, but the Briton's run on a circuit which ill-suited his car, finally ended after a grudge scrap with Piquet took the A10B over a kerb and damaged the underside of its monocoque.
The sister USF&G car fared even worse,

Opposite Page:
Gugelmin (March) sets the pace in Spain; Problems for Nakajima's Lotus; 9th for Boutsen; "Headrest"

This page:
Senna prepares for the race

LUKAS GORYS

Eddie Cheever just squeezing on to the grid after a dreadful time in qualifying and falling victim to a first lap brush in which Jonathan Palmer hit the rear of Stefan Johansson's Ligier and pushed it into Stefano Modena's Euro Brun. Eddie staggered on, after a stop, got into his stride with a 12th fastest lap that suggested the Arrows were better in race trim, but retired with his chassis bottoming badly. Palmer pitted and lasted until lap five when he spun off on his own water after shrapnel from the Ligier pierced a radiator, while Johansson pitted too for a new nose. The Swede then tigered around to unlap himself on Dalmas after a race-long chase, but wisely pulled off on lap 63 when his left front wheel worked loose. Modena ran home 13th, his Er188 is reliable if gripless. To the delight of his countrymen, Luis Sala brought his Minardi in 12th, and while he was happy to make it, he was less pleased with a very stiff gearchange which prevented him hanging on to the original 12th place battle after the opening laps. Team-mate Pier-Luigi Martini ran just ahead of him until lap 16, when fourth gear broke. The Italian's throttle had been sticking and under the strain of forced changes the gear succumbed.

The other unlucky ones were Larini, Philippe Alliot and Rene Arnoux. To plant the Osella 14th on the grid was a sensational job by the Italian, and he was holding down 13th, despite Streiff's pressure, when a suspension pushrod broke.

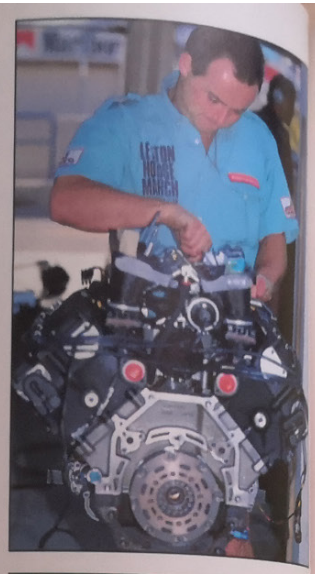
Alliot, too, qualified strongly in 12th slot, his best of the season despite using the spare Larrousse Camels LC88 after forgetting his race car had new brakes and shunting it as a result. However, after leading then chasing Gugelmin in 11th place his car machined out the centre of its right front wheel and caused a big moment in the chicane. "Lucky for me it happened there, not in a fast corner," he explained with understandable relief. He made it back to the pits for a replacement, but rejoined four laps down and had been pushed another lap behind for 14th when the flag came out.

Arnoux? He shouldered up into the middle of the pack at Turn One at the start, but by Turn Two his Ligier had jammed its throttle in the closed position, and that was that.

After a masterful display Prost was careful to play down his championship aspirations, and the odds still favoured Senna as they headed for Suzuka and Adelaide. If Senna won in Japan, he would take the title. Prost had to win both races. That race was a month away, though, and The Terrorist allowed himself a secret smile. After four wins on the trot, few would ever have expected Senna to net only four points from the next three. Prost headed off to play golf and relax, having taken the pressure off himself after Spa. Senna, he knew, now had four weeks in which to agonise over the last three races, and the task that lay ahead . . . ■

SPORTING PICTURES (UK)

Ron Dennis and Honda mechanics prepare Senna's car.



DRIVERS' WORLD CHAMPIONSHIP

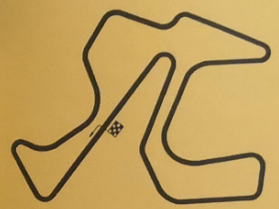
Pos	Driver	Total
1	Alain Prost	84
2	Ayrton Senna	79
3	Gerhard Berger	38
4	Thierry Boutsen	25
5	Michele Alboreto	24
6	Nelson Piquet	16
7	Derek Warwick	15
8	Ivan Capelli	14
9	Alessandro Nannini	13
10	Nigel Mansell	12
11	Eddie Cheever	5
	Jonathan Palmer	5
	Mauricio Gugelmin	5
14	Riccardo Patrese	4
15	Andrea de Cesaris	3
	Pier-Luigi Martini	1
17	Satoru Nakajima	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos.	Team	Total
1	McLaren-Honda	169
2	Ferrari	62
3	Benetton-Ford	38
4	Arrows-Megatron	20
5	March-Judd	19
6	Lotus-Honda	17
7	Williams-Judd	16
8	Tyrrell-Ford	5
9	Rial-Ford	3
10	Minardi-Ford	1

1988 SPANISH FORMULA ONE GRAND PRIX

LENGTH
4.218 km
2.621 miles



FASTEST LAPS

Driver	Time	Lap
Alain Prost	1m 27.845s	60
Nigel Mansell	1m27.999s	57
Ayrton Senna	1m 28.273s	60
Alessandro Nannini	1m 28.576s	31
Thierry Boutsen	1m 28.711s	54
Gerhard Berger	1m 28.716s	70
Riccardo Patrese	1m 28.861s	71
Ivan Capelli	1m 29.197s	40
Nelson Piquet	1m 29.304s	67
Mauricio Gugelmin	1m 29.890s	40
Alex Caffi	1m 30.039s	54
Eddie Cheever	1m 30.186s	45
Andrea de Cesaris	1m 30.363s	21
Philippe Alliot	1m 30.366s	63
Derek Warwick	1m 30.390s	29
Yannick Dalmas	1m 31.063s	29
Luis Sala	1m 31.246s	41
Michele Alboreto	1m 31.310s	10
Stefan Johansson	1m 31.511s	48
Philippe Streiff	1m 31.853s	31
Pier-Luigi Martini	1m 32.017s	14
Stefano Modena	1m 32.263s	36
Satoru Nakajima	1m 32.296s	13
Nicola Larini	1m 32.303s	4
Jonathan Palmer	1m 32.315s	2
Rene Arnoux	No time	

Fastest Lap: Alain Prost, 1m 27.845s, 107.411mph.

LUKAS GORYS

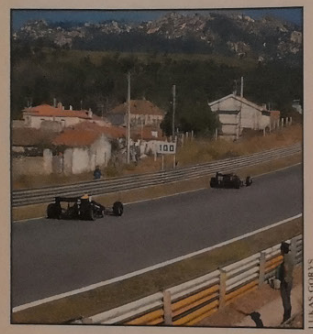
OFFICIAL STARTING GRID

ALAIN PROST (1m 24.134s) McLaren-Honda MP4/4	(1)	AYRTON SENNA (1m 24.067s) McLaren-Honda MP4/4
THIERRY BOUTSEN (1m 24.904s) Benetton-Ford B188	(2)	NIGEL MANSELL (1m 24.269s) Williams-Judd FW12
IVAN CAPELLI (1m 25.115s) March-Judd 881	(3)	ALESSANDRO NANNINI (1m 25.032s) Benetton-Ford B188
GERHARD BERGER (1m 25.466s) Ferrari F187-88C	(4)	RICCARDO PATRESE (1m 25.217s) Williams-Judd FW12
MICHELE ALBORETO (1m 26.447s) Ferrari F187-88C	(5)	NELSON PIQUET (1m 25.648s) Lotus-Honda 100T
PHILIPPE ALLIOT (1m 26.832s) Lola-Ford LC88	(6)	MAURICIO GUGELMIN (1m 26.578s) March-Judd 881
NICOLA LARINI (1m 27.012s) Osella FAIL	(7)	PHILIPPE STREIFF (1m 26.971s) AGS-Ford 100T
YANNICK DALMAS (1m 27.187s) Lola-Ford LC88	(8)	SATORU NAKAJIMA (1m 27.171s) Lotus-Honda 100T
ALEX CAFFI (1m 27.350s) Dallara-Ford Bms 188	(9)	DEREK WARWICK (1m 27.240s) Arrows-Megatron A10B
PIER-LUIGI MARTINI (1m 27.407s) Minardi-Ford M188	(10)	RENE ARNOUX (1m 27.351s) Ligier-Judd JS31
JONATHAN PALMER (1m 27.548s) Tyrrell-Ford 017	(11)	STEFAN JOHANSSON (1m 27.474s) Ligier-Judd JS31
LUIS SALA (1m 27.833s) Minardi-Ford M188	(12)	ANDREA DE CESARIS (1m 27.798s) Rial-Ford ARC 01
STEFANO MODENA (1m 27.977s) Euro Brun-Ford Er188	(13)	EDDIE CHEEVER (1m 27.859s) Arrows-Megatron A10B

RACE CLASSIFICATION AND RETIREMENTS AFTER 72 LAPS

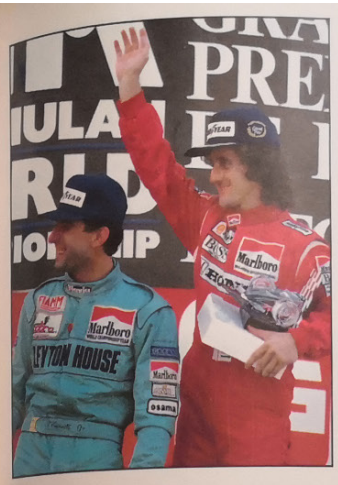
Pos	Driver	Nat	Car	Laps	Time/retirment	Speed (mah/kah)
1	Alain Prost	Fra	McLaren-Honda	72	1h 48m 43,851ss	104,134/167,586
2	Nigel Mansell	GB	Williams-Judd	72	1h 49m 10,083s	103,718/166,915
3	Alessandro Nannini	Ita	Benetton-Ford	72	1h 49m 19,297s	103,571/166,680
4	Ayrton Senna	Bra	McLaren-Honda	72	1h 49m 30,561s	103,394/166,395
5	Riccardo Patrese	Ita	Williams-Judd	72	1h 49m 31,281s	103,382/166,376
6	Gerhard Berger	Aut	Ferrari	72	1h 49m 35,664s	103,313/166,265
7	Mauricio Gugelmin	Bra	March-Judd	72	1h 49m 59,815s	102,935/165,657
8	Nelson Piquet	Bra	Lotus-Honda	72	1h 50m 01,160s	102,914/165,623
9	Thierry Boutsen	Bel	Benetton-Ford	72	1h 50m 01,506s	102,909/165,615
10	Alex Caffi	Ita	Dallara-Ford	71		
11	Yannick Dalmas	Fra	Lola-Ford	71		
12	Luis Sala	Spa	Minardi-Ford	70		
13	Stefano Modena	Ita	Euro-Brun-Ford	70		
14	Philippe Alliot	Fra	Lola-Ford	69		
15	Stefan Johansson	Swe	Ligier-Judd	62	Loose wheel	
16	Eddie Cheever	USA	Arrows-Megatron	60	Chassis grounding	
17	Ivan Capelli	Ita	March-Judd	45	Engine	
18	Derek Warwick	GB	Arrows-Megatron	41	Chassis damage	
19	Andrea de Cesaris	Ita	Rial-Ford	37	Engine	
20	Philippe Streiff	Fra	AGS-Ford	16	Engine	
21	Michele Alboreto	Ita	Ferrari	16	Overheating	
22	Pier-Luigi Martini	Ita	Minardi-Ford	15	Broken fourth gear	
23	Satoru Nakajima	Jap	Lotus-Honda	14	Spin	
24	Nicola Larini	Ita	Osella	9	Suspension failure	
25	Jonathan Palmer	GB	Tyrrell-Ford	4	Water leak/spin	
Not Classified	Rene Arnoux	Fra	Ligier-Judd	0	Throttle	

PORTUGUESE GRAND PRIX


LUKAS GORYS

Prost felt his new car crisper and more responsive, and for the first time since Hungary had a better race set-up than Senna.

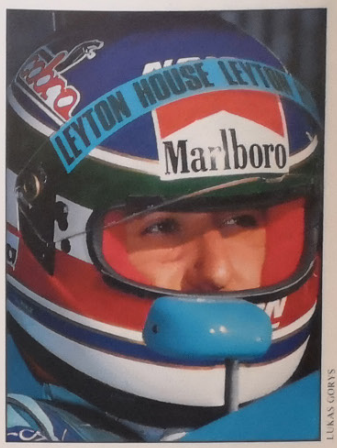
BY DAVID TREMAYNE



LUKAS GORYS

Opposite Page:
Rustic Portugal; Modern security; Senna breaks away.

This page:
Victory for Prost; Smiles for Ivan Capelli who chases Senna and catches him — closing in all the time on Prost.



LUKAS GORYS

"If that's how he wants to win the championship, I'm not interested. I don't want any part of it."

Alain Prost had just won his 33rd GP in Portugal, but in the immediate aftermath it wasn't the new record that occupied the Frenchman's mind. Instead, it was the driving tactics of team-mate Ayrton Senna. All season the team have maintained cordial relations, with one or two minor hiccoughs, but at Estoril they finally became very strained. It was just what some observers had deemed inevitable from the outset.

By the end of qualifying, Prost was in a happier frame of mind than he has been since Ricard, feeling he at last had a chassis and engine that were working near to perfection after a series of minor, but telling frustrations in recent events. A major contribution was a new chassis, which meant he could abandon the car he has been using (and which was raced earlier in the year by Senna). From both Ayrton's comments when he received a new car from Silverstone, and Alain's in Portugal, there is little doubt the MP4/4s lose a little of their edge with prolonged racing use.

Prost felt his new car crisper and more responsive, and for the first time since Hungary had a better race set-up than Senna. There he'd had to fight his way past myriad non-turbos before he got his one chance to challenge. In Estoril though he started from the pole, with the Brazilian alongside. And that's where the aggro began to take root.

As is now fashionable, following the Brands Hatch and Birmingham F3000 races, and the Spa F3 event, the Portuguese GP took three attempts before it started properly. The first was abandoned when Andrea de Cesaris stalled. The second saw the Italian hit the back of Derek Warwick's slow-starting Arrows, sending Luis Sala's Minardi vaulting over the back of Satoru Nakajima's Lotus as the Spaniard took avoiding action.

SPORTING PICTURES (UK)

DAMINIQUE LEROY

SPORTING PICTURES (UK)

Senna had squeezed ahead of Prost at the very last moment going into Turn One in that start, and when the race finally got underway the Brazilian performed exactly the same feat to lead round the first lap. Later he would counter-accuse Prost of trying to block him, and certainly the Frenchman eased to the outside as much as he dared, with Senna alongside to his left, as he tried to take the ideal line for the first corner. However, the move was nothing like as blatant as what was to come.

With his superior set-up, Prost got out of the final turn that little bit quicker and was able to pull alongside Senna as they came past the pits to complete the lap. Senna then lurched violently to his right, squeezing Prost perilously close to the pit wall before a bump pitched his McLaren slightly to the left and obliged Senna to give him the vital room he needed. Prost got his foot in it and his momentum took him ahead by Turn One.

"He was crazy. If I had backed off we might well have caught wheels, and then think what could have happened," he stressed at the post-race conference, taking further time on the point to indicate that he intended having words with his team-mate afterwards. Senna was, in fact, called before the stewards, but no action was taken.

If that marked the possible end of inter-team cordiality, however, it certainly didn't mark the end of the race. Prost treated everyone to another of his displays of brilliance as he streaked away despite running the minimum boost and the leanest mixture settings possible; McLaren had quickly realised just how hard on fuel Estoril would be, and he was making full use of his chassis' perfect handling. Behind,

however, Ivan Capelli had his jaws dropping as he hounded Senna lap after lap.

"I realised early on he had a grip problem" grinned the Italian, "so I began to push him even harder." Eventually, on lap 22, he too came out of the last turn better than Ayrton, and the Leyton House March slipstreamed by into Turn One to the dismay of the partisan crowd. Senna might call Portugal his second home track, but this time he was in trouble as Gerhard Berger quickly closed in as the Brazilian's slower pace also brought Nigel Mansell into threatening proximity to the Ferrari's gearbox.

Further round the lap Berger found his way past the McLaren, and suddenly the truth dawned. Free of Senna, both were closing on Prost! For a Ferrari that was understandable; for a March to do so was incredible. Until you watched how well it handled. From 9.7 seconds on lap 21, the leader's advantage had shrunk to only 1.8 seconds on lap 35! This time last year the March team was unreliable but quick in the Jim Clark normally aspirated championship. Now here was Capelli revelling in the behaviour of Adrian Newey's excellent chassis, giving Prost a hard time.

Sadly, the threat couldn't last. Berger

SPORTING PICTURES (UK)

SPORTING PICTURES (UK)

was almost glued to the March but within the Ferrari cockpit the Austrian was in agony. Reaching for the mixture control, he accidentally set off his onboard fire extinguisher instead, and his legs began freezing. Comical though it might seem, the mistake could have had serious effects; during his career Patrick Tambay once had the same thing happen and suffered painful leg burns that troubled him ever since. Gerhard stood it for a lap or so, but going through Turn Three on lap 36 the Ferrari snapped sideways, got away from him and slid into retirement in the sand.

"I think we had McLaren on fuel today," he shrugged. "I think we could

SPORTING PICTURES (UK)

have done it." Sadly, he was not avenge his 1987 defeat at Prost's hand That gave Capelli a breather, and th Prost began to edge the gap up again he allowed himself a tad more boost would be enough to take him clear. towards the end the gap began to shri again until Ivan saw team-ma Mauricio Gugelmin's 881 abandone and smoking at the trackside. Its Jud engine had broken after the slowin Brazilian's initial fifth place had becom seventh as it began to seize. "I saw h car, and decided that finishing secon

to Mr Prost would be no disgrace," he beamed, overjoyed to finish so close t the man he idolises.

The erosion of such excitement wa mitigated by the duel for third which raged between Senna and Mansell o Berger's demise. If you believed the Italian press at Monza, Mansell wa suffering a far more sinister illness that any supposed, had been fired by Ferrar and was never coming back. He thought that immensely funny as he sat in the paddock on Thursday afternoon, and funnier still after he'd planted the Williams sixth on the grid. And just in case anyone *really* believed he was finished, he was at his brilliant best in the race. You could almost believe it was Williams-Honda v McLaren-Honda as he sat inches behind Senna, thrusting one way then another as he tried to unsettle him. A year ago it might have ended in tears, but now the two have the mutual respect that was missing at Spa in 1987.

It was thus ironic that the fight ultimately ended in collision. On lap 54 Jonathan Palmer, in the sole Tyrrell to qualify, spun at the left-hander just before the last turn. He was just getting back on to the track when the Senna/Mansell train railed through. As Ayrton went for the outside of the Tyrrell, Mansell saw his chance and immediately dived for the right, to put himself on the inside line for the following right-hander. Just as he did so, however, Jonathan moved that way too. Nigel quickly switched for the outside as well, but by then was travelling too fast and clouted the rear of the McLaren as Senna began breaking, and spun into retirement against the barrier after another typical never-say-die effort.

Though one Williams team member busily told anyone who cared to listen that Senna had taken his driver out, Mansell was at great pains to exonerate his rival.

The immediate pressure may have been taken off Ayrton, but he was still in trouble. Throughout, he complained his fuel readout had been negative, and then within a lap of Mansell's tap he was in for fresh tyres. Perhaps he had over-stressed them early on trying to stay ahead of Capelli; certainly he sustained rear suspension damage after Nigel's assault. Whatever, the MP4/4, never at its best, was now oversteering too much even for him, and when he regained the track he was never a threat to Alboreto, Boutsen and Warwick who had all moved up as he stopped.

From the start, Michele hounded an on-form Nelson Piquet, as he was himself in turn pressured hard by Riccardo Patrese and Boutsen, the four of them circulating nose to tail, all incredibly evenly matched. Nelson was confident he had his rivals' measure initially, as Patrese conserved his rubber and bided his time. Then the Lotus' clutch pedal began sticking on the floor, and on a circuit with so many gearchange points (and mindful of the reason for his retirement at Monza), the World Champion was soon in trouble. For a while he survived by braking just a little earlier, but eventually a pit stop was the only way out, and when bleeding the system failed to effect a cure, the Lotus was out.

"Nelson felt he was on for a solid third," shrugged a rueful Peter Warr. "He had plenty of fuel in hand and the car was going well, the best it has for some time . . ."

By the time the Lotus dropped back, Patrese too had gone, victim of a punctured radiator just as he was preparing to make his move. Boutsen thus found himself elevated two places without having to make an overtaking move, and yet more fortune awaited him in a race for which the Benetton team proved unable to tune its chassis. Michele's Ferrari had faithfully been telling him that it had sufficient fuel, and going into the final lap he was still an easy third as Thierry had dropped further back with a worrying vibration and fluctuating fuel pressure. He was credited with second fastest lap, on the 60th tour, but by then the Benetton was in no shape to fight and he was hanging on for dear life, worried something might still be about to break. Then, yards from the flag, he came across the Ferrari trickling home on vapour, out of fuel. As he slumped to fifth, Michele's comments on the Italian marque were not complimentary . . . After his appalling start in the second attempt, Warwick could count himself lucky to repeat his Monza result and grab another three championship points in the USF&G Arrows, but by the end his left arm hung limply, numbed by the struggle against chassis imbalance that had worn the right front and left rear Goodyears down to the canvas. Nevertheless, he fared better than outgoing

Opposite page:

Senna is chased by Mansell; Patrese gets past Alboreto but stops on lap 29; Normally aspirated charge for the lead; Mansell's car is removed after his crash on lap 54

This page:

Team orders for Capelli and Gugelmin.

LUKAS GORYS

team-mate Eddie Cheever, who had a weekend of frustration in qualifying and lasted a mere seven laps before his Megatron engine consumed its turbocharger.

For a time, both Warwick and Alex Caffi had closed in on the Alboreto/Boutsen battle for sixth place, but the little Italian's progress in the Scuderia Italia Dallara was hampered first by a broken exhaust primary and then by the intransigence of Philippe Streiff. The Frenchman had initially lost out in a heady battle with Gabriele Tarquini's Coloni (ironically, now tended by former AGS staff Christian Vanderpleyn, Michel Costa and Frederic Dhainault), but had regained ground when the 188B's water temperature sidled into the danger zone and a gearbox bearing began to seize. However, as Caffi came up to lap him he steadfastly refused to let the Dallara by for many laps. Designer Sergio Rinland complained to the Clerk of the Course afterwards, but nothing came of it.

After switching to the spare Minardi, Sala came home an undramatic eighth, but team-mate Pier-Luigi Martini lost any chance of fighting Caffi to the flag with a dropped valve on lap 28. He had originally run between the Dallara and de Cesaris' spare Rial, but the latter's bad day was compounded by driveshaft failure when he seemed a good candidate for a point.

At Monza, Alessandro Nannini had driven like a demon after starting from the pit lane. In Estoril he again faced a charge from the back, but this time it wasn't a mechanical failure but driver error which beset him, as he got crossed up on 'cold' tyres on the opening lap and clipped the barrier. Like Boutsen, Warwick and Palmer, he then struggled with a severe vibration, and though he stormed as high as ninth by lap 50, he finally retired exhausted by the strain.

Palmer, complaining of the same double vision Bailey's Monza vibration had created, lasted little longer. After his unfortunate spin on lap 54, he retired with a blown engine.

Traditionally, the Tyrrells and Ligiers have fought for qualifying slots in the races, and while Bailey failed to get in, both Rene Arnoux and Stefan Johansson did, lining up on row 12, Stefan lasted a mere four laps in an encouraging 17th place when his Judd blew in Turn One, but Rene battled with Palmer and Nicola Larini's Osella and finally wound up 10th after keeping, uncharacteristically, out of everyone's way. Larini, too, made it home, but an aggressive run was hampered by a stop to investigate a steering problem which turned out to be a slow puncture, and then an acute fuel shortage as the thirsty Alfa began hiccoughing in the final laps.

After repairs following Sala's assault, Nakajima's Lotus pendulumned unpredictably between understeer and oversteer and finally caught him out terminally on lap 17, while the Larrousse Calmels Lola effort evaporated with engine failure on lap eight for Philippe Alliot, and alternator belt breakage for Yannick Dalmas 13 laps later. It was a troubled weekend for the former as he broke a toe pushing his car on Saturday after a spin, but Yannick at least had the consolation of regaining the promising form he showed before his Canadian GP shunt.

As a race, Portugal was gripping. Like Hungary, it held out hope that 1989 may at last see a return to close racing. It also suggested, however, that the McLaren drivers may finally go the same way as so many other double number one combinations. Jones and Reutemann in 1981, Villeneuve and Pironi in 1982, Piquet and Mansell last year. sooner or later, it seems, the cordiality is drained away by the sheer pressure of staying competitive.

Senna eyed two races in which he gained a mere point, after a string of four consecutive triumphs, and was ill at ease. Prost, aware just how easy it is to have the championship slip away in the closing stages, knew he had to keep the psychological pressure on. But he also knew that, if the danger odds became too high, he was the one who could rest easier without the championship. His years of win-at-all-cost have gone. ■

SPORTING PICTURES (UK)

Berger drove courageously but spun out on lap 35

DRIVERS' WORLD CHAMPIONSHIP

Pos.	Driver	Total
1	Alain Prost	81
2	Ayrton Senna	76
3	Gerhard Berger	37
4	Thierry Boutsen	25
5	Michele Alboreto	24
6	Nelson Piquet	16
7	Derek Warwick	15
8	Ivan Capelli	14
9	Alessandro Nannini	9
10	Nigel Mansell	6
11	Eddie Cheever	5
	Jonathan Palmer	5
	Mauricio Gugelmin	5
14	Andrea de Cesaris	3
15	Riccardo Patrese	2
16	Pier-Luigi Martini	1
	Satoru Nakajima	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

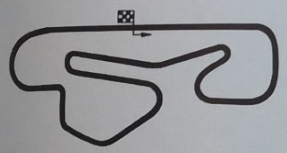
Pos	Team	Total
1	McLaren-Honda	157
2	Ferrari	61
3	Benetton-Ford	34
4	Arrows-Megatron	20
5	March-Judd	19
6	Lotus-Honda	17
7	Williams-Judd	8
8	Tyrrell-Ford	5
9	Rial-Ford	3
10	Minardi-Ford	1

1988 PORTUGESE FORMULA ONE GRAND PRIX

LENGTH

4.360 km

2.703 miles



FASTEST LAPS

Driver	Time	Lap
Gerhard Berger	1m21.961s	31
Thierry Boutsen	1m21.992s	60*
Alain Prost	1m22.063s	36
Ivan Capelli	1m22.074s	33
Michele Alboreto	1m22.123s	65
Alessandro Nannini	1m22.563s	23
Nigel Mansell	1m22.581s	47
Ayrton Senna	1m22.852s	61
Alex Caffi	1m22.960s	31
Derek Warwick	1m23.043s	43
Muricio Gugelmin	1m23.138s	40
Nelson Piquet	1m23.362s	33
Nicola Larini	1m23.715s	44
Riccardo Patrese	1m23.907s	26
Pier-Luigi Martini	1m23.918s	25
Luis Sala	1m24.301s	38
Andrea de Cesaris	1m24.390s	10
Yannick Dalmas	1m24.647s	15
Philippe Streiff	1m24.785s	46
Jonathan Palmer	1m24.950s	42
Rene Arnoux	1m24.954s	59
Eddie Cheever	1m25.073s	9
Gabriele Tarquini	1m25.291s	37
Satoru Nakajima	1m26.094s	14
Philippe Alliot	1m26.109s	6
Stefan Johansson	1m26.153s	4

Fastest Lap: Gerhard Berger, on lap 31, 1m21.961s, 118.724 mph.
*Time unlikely in view of driver coping with severe vibration at this stage of race.

SPORTING PICTURES (UK)

OFFICIAL STARTING GRID

A. SENNA (1m 17.869s) McLaren-Honda MP4/4	(1)	A. PROST (1m 17.411s) McLaren-Honda MP4/4
G. BERGER (1m 18.903s) Ferrari F187/88C	(2)	I. CAPELLI (1m 18.812s) March-Judd 881
N. MANSELL (1m 19.131s) Williams-Judd FW12	(3)	M. GUGELMIN (1m 19.045s) March-Judd 881
N. PIQUET (1m 19.511s) Lotus-Honda 100T	(4)	M. ALBORETO (1m 19.372s) Ferrari F187/88C
D. WARWICK (1m 19.603s) Arrows-Megatron A10B	(5)	A. NANNINI (1m 19.572s) Benetton-Ford B188
A. DE CESARIS (1m 19.940s) Rial-Ford ARC 01	(6)	R. PATRESE (1m 19.797s) Williams-Judd FW12
P. MARTINI (1m 20.741s) Minardi-Ford M188	(7)	T. BOUTSEN (1m 20.314s) Benetton-Ford B188
S. NAKAJIMA (1m 20.783s) Lotus-Honda 100T	(8)	Y. DALMAS (1m 20.748s) Lola-Ford LC88
E. CHEEVER (1m 20.965s) Arrows-Megatron A10B	(9)	A. CAFFI (1m 20.922s) Dallara-Ford Bms188
P. ALLIOT (1m 21.096s) Lola-Ford LC88	(10)	L. SALA (1m 21.094s) Minardi-Ford M188
J. PALMER (1m 21.788s) Tyrrell-Ford 017	(11)	P. STREIFF (1m 21.416s) AGS-Ford JH23
S. JOHANSSON (1m 22.035s) Ligier-Judd JS31	(12)	R. ARNOUX (1m 21.790s) Ligier-Judd JS31
G. TARQUINI (1m 22.170s) Coloni-Ford 188	(13)	N. LARINI (1m 22.119s) Osella-Alfa Romeo FA1J

RACE CLASSIFICATION AND RETIREMENTS AFTER 70 LAPS

Pos.	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/kmh)
1	Alain Prost	Fra	McLaren-Honda	70	1h 37m 40.958s	116.219/187.034
2	Ivan Capelli	Ita	March-Judd	70	1h 37m 50.511s	116.030/186.730
3	Thierry Boutsen	Bel	Benetton-Ford	70	1h 38m 25.577s	115.341/185.621
4	Derek Warwick	GB	Arrows-Megatron	70	38m 48.377s	114.897/184.907
5	Michele Alboreto	Ita	Ferrari	70	1h 38m 52.842s	114.811/184.768
6	Ayrton Senna	Bra	McLaren-Honda	70	1h 38 59.227s	114.687/184.569
7	Alex Caffi	Ita	Dallara-Ford	69		
8	Luis Sala	Spa	Minardi-Ford	68		
9	Philippe Streiff	Fra	AGS-Ford	68		
10	Rene Arnoux	Fra	Ligier-Judd	68		
11	Gabriele Tarquini	Ita	Coloni-Ford	65		
12	Nicola Larini	Ita	Osella-Alfa	63		
13	Mauricio Gugelmin	Bra	March-Judd	59	Engine	
14	Nigel Mansell	GB	Williams-Judd	54	Accident	
15	Jonathan Palmer	GB	Tyrrell-Ford	53	Engine	
16	Alessandro Nannini	Ita	Benetton-Ford	52	Exhaustion/handling	
17	Gerhard Berger	Aut	Ferrari	35	Spin	
18	Nelson Piquet	Bra	Lotus-Honda	34	Clutch	
19	Riccardo Patrese	Ita	Williams-Judd	29	Leaking radiator	
20	Pier-Luigi Martini	Ita	Minardi-Ford	27	Dropped valve	
21	Yannick Dalmas	Fra	Lola-Ford	20	Alternator belt	
22	Satoru Nakajima	Jap	Lotus-Honda	16	Accident	
23	Andrea de Cesaris	Ita	Rial-Ford	11	Driveshaft	
24	Eddie Cheever	USA	Arrows-Megatron	10	Broken turbocharger	
25	Philippe Alliot	Fra	Lola-Ford	7	Engine	
26	Stefan Johansson	Swe	Ligier-Judd	4	Engine	

PALMER'S FORMULA 1

LUKAS GORYS

BY JONATHAN PALMER

Although at the time of writing, just prior the final two Grands Prix of the season, my Grand Prix results have been nothing to write home about, I hope that as you read this I shall have finished the season on a high note with a couple of good finishes in Japan and Australia under my belt! Why? Well read on and you'll find out!

We last left off on the story of JP's "year" having returned home from the Hungarian Grand Prix at the beginning of August. I didn't have long to unwind because the very next day I was off to Ford's private test track at Boreham in order to participate in the Ford Sierra Performance Challenge, in which some 100 driving enthusiasts had their driving assessed by a good cross-section of Ford professional drivers: Steve Soper, Mark Lovell, George Donaldson, John Steven and of course me. We were using the Ford Sierra 2.0i GLS which actually surprised me not just in terms of its performance but also its excellent handling; a very nicely balanced chassis.

Remember Clive Santo? Well I did — just about — when he called me to say that he had just bought a new pub, The White Horse, in Headcorn in Kent and could I possibly come down and be the celebrity at a fund raising day for charity. You will doubtless (!) remember that Clive used to race in the Formula 5000 category in the mid-seventies. Well he's done the reverse to team-mate Bailey — bought his pub from money from racing rather than Julian's policy of selling the pub to get money to go racing! Anyway, it was a jolly good day and I can assure you that the steaks at The White Horse are quite superb.

It was back to serious testing next at Monza for the forthcoming Grand Prix. Both Julian and I had a day and a half each and although we didn't make any dramatic progress we did at least chip away at a good test programme under Harvey Postlethwaite's guidance. I think we all knew subsequently that qualifying at Monza was going to be hard work. I just didn't realise how hard . . .

Before heading off to Spa for the next Grand Prix I went down to Brands Hatch to see that horrendous Formula 3000 race. Clearly Formula 3000 is an intensely competitive category but nevertheless it is quite unacceptable to have the amount of accidents that occur within 3000, especially as they result in so many injuries. It is a complicated issue but I feel that the root of the problem is that race meeting officials are far too lenient on dangerous driving antics when they arise in the lower echelons of motor racing. Just because wheel banging in a Formula Ford race very rarely results in injury, disciplinary action is hardly ever taken. As a result drivers grow up assuming such tactics are the way hard motor racing is fought until the cars get to such a speed, as with Formula 3000, that the consequences tend to be bad shunts with severely broken legs.

Which is not a very good note on which to move on to the Belgian Grand Prix at Spa. I have mixed memories of this beautiful undulating forested circuit; many will recall that 1985 saw me have a major accident in the Canon Porsche when a tyre blew leaving me with a month in hospital with a broken right leg and foot. Then it was nearly deja vu last year when, on the second lap of the Grand Prix, Steiff lost control of his Tyrrell just over the brow of Eau Rouge leaving me with nowhere to go but into him. Amazingly, neither of us had any injury whatsoever but thankfully my bad memories of Spa were considerably balanced by having a great time driving the Liqui Moly Porsche last year in the 1000 km race, when I started from the front row of the grid and led for the first hour.

This year I flew myself out to Spa in my Camel helicopter, with Camel sponsorship director, Duncan Lee, and Daily Mail motor racing man, Derek Allsop as passengers. It really was the ideal way to travel, even for this distance, for with being able to land at the circuit the door to door travelling time was just two and a half hours. I was fortunate with the weather though which is normally dull and misty with drizzle at this otherwise beautiful circuit; both on the day of arrival and departure the weather was O.K. yet the practice days maintained Spa's dreary weather reputation. Our Monza testing seemed to be paying some dividends when the Tyrrell was slightly more competitive than I had expected on such a fast circuit and indeed I was pleased to qualify 21st on the first day.

PETER NYGAARD

Palmer and Mansell discuss their accident at Spain.

Which was just as well, for the second day was a wash out which meant that poor Julian who had been at the back of the field on the Friday stood no chance of getting into the race.

The 1988 Belgian Grand Prix was one or my most enjoyable races of the year. From the start, after getting by the Lola of Dalmas and the Coloni and shrugging off the vigorous attentions of Schneider's Zakspeed, I set my sights on the Ligier of Johansson which was some 8 seconds ahead after De Cesaris and Arnoux had maintained their reputations by claiming the same bit of road at the same time! Very slowly I reeled in Johansson to be on his tail by mid-distance; my rear tyres then went off a little and I had to back off to let them recover before once again inching up to him to be right on his tail with 3 laps to go.

Now Stefan was in tyre trouble and I knew I was going to get by but as we

rounded La Source hairpin on the penultimate lap, he suddenly slowed with a gearbox problem and I swept by. Just as I was thinking what a just reward it was for such a determined pursuit, on that very same lap my throttle cable broke and I coasted to a halt in disbelief. It was actually quite funny back in the paddock afterwards when Stefan and I met — we just had to laugh as we reflected how we both fought so hard for that 13th place only for us to both break down on the penultimate lap!

Next stop for me was Silverstone and a little bit of light relief as I competed in the fabulous Tourist Trophy with the Kaliber Ford Sierra RS500 alongside Guy Edwards, in the same team of course as Andy Rouse. I

SPORTING PICTURES (UK)

Palmer spins out at Spain.

hadn't raced a saloon for 5 years and obviously never a Sierra. It was an impressive experience. With some 470 horsepower the Sierra was very quick in a straight line, so much so that Silverstone developed three more corners than those I was used to — Maggotts, Chapel and Abbey were now all far from merely the swerving part of the straight that they are in a Formula 1 car. Indeed Abbey was very difficult to get absolutely flat and even at Maggotts and Chapel, if you weren't right on line as when lapping traffic, it was easy to have the back out and be sliding through the corner.

The actual driving technique took a while to acquire too. I came away feeling these were not cars that could be hustled and slid through the corners as I had expected; a very precise technique of driving fractionally under the limit to prevent a slide developing seemed to be the most rewarding for it seemed that once grip was lost it took a lot of precious time to recover in order that the power could be turned on once again. It was a superb race with a very full entry including at least 20 serious competitive cars. Regarding the race itself I particularly enjoyed my second stint when I was lapping as quickly as anybody having got the hang of the car and was reasonably satisfied with our 6th place overall which meant that with the sister Kaliber car of Rouse winning, we sandwiched the Eggenberger Sierras.

The lighting giant Hella seems to have an extraordinary ability to time its promotional days to coincide with my domestic life; just over a year ago — to my wife Gill's dismay — I attended a day at Castle Coombe with them, leaving after lunch to fly down to Pembrokeshire to rush to the church just in time to get married. Well, believe it or not, I was scheduled to attend a day with Hella at Oulton Park race circuit on 6 September this year . And what happened on 6 September? At 1.15 in the morning my baby daughter, Emily, was born! Naturally a very elated if slightly bleary eyed JP eventually made it to Oulton. Clearly Hella are a leading light in my family affairs. (Sorry!)

Monza and the Italian Grand Prix — or lack of it — was a pretty good antidote for post baby euphoria. Although we had tested there it was clear that we were going to be struggling as early as the first practice session, for apart from anything else, the Minardi team had made considerable progress which elevated them well above the level of the non-qualifiers they had both been at Belgium. During the afternoon qualifying on Friday I felt I had pretty much got the most out of the car apart from two or three tenths due to a gear selection problem, though being 26th on the grid with Julian 27th was hardly comfortable.

On the Saturday the idea was that we were both going to have development engines with the intention of providing us with a little more horsepower which is of course so important on such a fast circuit. Unfortunately it wasn't my day. My engine was misfiring from the outset in the morning practice session and eventually had to be changed in the hope that it would be ready for the afternoon qualifying sesson. Sadly it wasn't and despite my best efforts in the spare car, which had a very down on power engine, I was not able to improve on my previous day's time which actually stood until the last few minutes of practice when none other than Julian pipped me from my 26th spot. I can certainly only give him credit for doing that and I was pleased he made the race but I must admit I would have liked to have had a fair crack at getting a reasonable grid spot myself.

So it was an immensely disappointed JP that arrived back in the pits knowing that his weekend was over. What made it doubly hard to take was the fact that just a year ago I set the pole position time for the normally aspirated cars, being just ahead of Ivan Capelli in the March — this year Capelli went on to finish in an excellent 5th place and the first normally aspirated car.

I had high hopes for the Portuguese and Spanish Grands Prix for both were good circuits for me last year. Estoril is the faster of the two, having a long main straight and a good combination of fast and slow corners around an undulating track. Fortunately its situation normally means that the weather is good and this year was no exception, with 25 degrees sunshine being present each day.

Qualifying was riddled with electrical problems on the race car which kept relegating me to the spare but nevertheless I was still reasonably

Furious action between the non-turbos at Portugal

LUKAS GORYS

LUKAS GORYS

More problems at Portugal — serious vibrations force Palmer to spin once again.

satisfied with 22nd on the grid, although Julian had the frustration of being 27th and not quite making the cut. The start of the race itself was somewhat dramatic! On the first start as we sat with engines revving waiting for the red light to come on the cars of De Cesaris and Cheever stalled and the start had to be aborted. Five minutes later we were underway again, this time the lights did go green although we only managed about 100 yards before Sala's Minardi launched itself over the top of a few other cars and the race was stopped once again. Finally on the third start we got underway although to my disappointment the car was not handling particularly well. For the first third of the race I chased Arnoux hard and eventually got by him in traffic after which a severe vibration developed, increasingly so as I reeled in Streiff's AGS which was now ahead.

With 18 laps to go, the vibration was that bad that I could hardly see the numbers on the pit board and although I persevered a couple of laps later I spun, damaging the nose against the barrier. As I headed back for a nose and tyre change I correctly drove on the inside of the long right hander before the pits, ready to turn right into the pitlane for a new set of tyres and nose.

Unfortunately, Senna and Mansell came upon me midway around this corner and had to overtake me on the left where it was not so grippy, both underestimating how slowly they would need to go and therefore running wide, Mansell terminally. I obviously felt sorry about the situation but nevertheless I had no realistic alternative.

The pit stop took quite a long time because of problems jacking the car and by the time I got out again the engine had overheated which sprayed steam over the electrics and therefore cut the engine, leaving me to coast to retirement. Disappointing as 9th place looked about on.

I had high hopes of things going better in Spain. Although the circuit has no real straights, the lap time is not as slow as one might think because many of the corners are very fast — indeed virtually flat out — which makes it a very high downforce circuit. During the first morning practice session we were surprisingly off the pace and therefore I had a big set up change before the afternoon qualifying session. It worked — and nobody was more surprised than me on seeing P8 on the pit board as the times tumbled — I couldn't believe it when I came by! Nevertheless the time stood though I was slightly bemused to know why I was so relatively quick because I hadn't really done anything very different driving wise or set up wise to account for it.

Sadly on the second day although my first flying lap in qualifying was already faster than my Friday's, the engine blew just 500 yards from the line on my second lap, so all I could do was have the frustration of seeing my time being beaten by many people on what was obviously a quicker day. I was left with 22nd place at the end.

For the morning warm-up the race car was running well again and I set 9th fastest time and was very confident of a strong race, even though overtaking would be a problem. I was out of luck again. On the first lap I nudged Johansson in the back entering a slow hairpin, when my car started bouncing badly over the bumps as I was braking. Little time was lost however and I still overtook Johansson and closed on the Brun car of Modena. Just as I was about to attempt to overtake I suddenly had a vicious spin, after which the car oversteered badly on right handers — I assumed I had a puncture. Pitting for new tyres didn't do the trick as I found out a lap later and on returning once again to the pits it was discovered that a chunk of metal, the size of a golfball, had gone clean through the mesh on the radiator and badly holed it, all the water pouring out over my left rear wheel and hence losing grip. I had really hoped to go well here and my retirement was one of the most bitter blows I have had this season — I was very depressed.

However my spirits were rekindled over the next couple of days as we stayed on for some testing and discovered that a new front suspension system in particular improved the car substantially and it is this, along with a few other improvements, that leads me to be particularly optimistic about my chances for the last two Grands Prix.

In fact I'll rephase that. The substantial improvement in our performances at the Japanese and Australian Grands Prix gives some small idea of the leap forward in performance we expect to make next year with the Tyrrell team. Now there's confidence for you! ■

JOHNNY HERBERT

ZOOOM

READY FOR THE BIG TIME

To say Johnny Herbert is enthusiastic about his motor racing is not only inaccurate, it also does him an injustice. The 24-year-old Englishman, who has signed to drive alongside Italian Alessandro Nannini for Benetton next year, is fanatical. A true natural talent who lives for his sport.

He has been like it as long as he can remember — from his earliest karting days when he was on holiday in Cornwall right through to the moment he knew Benetton were taking up their option. He is even planning to get married during the Winter "to get it over with" before the start of the 1989 season.

How many other drivers, for example, have been banned from racing by the British Royal Automobile Club (RAC) before their 12th birthday? Not, in Herbert's case, I hasten to add, because of any technical transgressions on behalf of the driver . . . but because he was competing in official events when he was under age.

Furthermore, how many drivers do you know who dream of winning Grands Prix and taking the world title . . . while they are still hopping on one leg with their other encased in plaster following an horrendous crash?

"It is a waste of time doing anything else, isn't it?" said Herbert. "I am going to be paid to race and win races. So, I want to win. My first ambition is to win a race and then to win the world championship. I see it as clearly as that."

Ask him how he drives, what his style is, and there is a one-word answer: "smooth". Suggest impeccable as an alternative adjective and he agrees with evident relish. Herbert is not just a racer. He is also a stylist — and one who enjoys winning in the grand manner.

Most motor racing followers will know of his terrible accident at Brands Hatch in a Formula 3000 race last August. Herbert was trapped in his car for 40 minutes after a chaotic and massive collision involving 11 cars.

When he was pulled out and rushed to hospital, it was discovered that he had severe leg injuries: two dislocated ankles, two broken feet, damaged nerves, muscles and toes. At first, any prospect of a good recovery seemed remote, let alone thoughts of his graduation from Formula 3000 to Formula One.

But Herbert, who had enjoyed successful testing sessions with Lotus as well as with Benetton, is determined to prove the doubters wrong. "I know it might be a risk to some people, but I am sure I shall be fully fit to drive by January and raring to go," he said.

Typical Herbert. A fighter. An optimist. And a dedicated racer as he has been since his interest in speed and machines was first aroused as a seven-year-old in the west country.

"We used to go on holidays down to Cornwall and there was a karting track there, I was about seven and I got really interested. That started it. Then I had to have one of my own and I got an old banger. I used to go down to Tilbury kart track.

"I didn't have a proper kart until I was about 11 and then I started to go racing. That was when I got banned by the RAC. They found out I was under 12 and I was stopped from racing for about six months."

The official ban did nothing to deter the natural lust for speed or the natural racing talent and within a few years Herbert was establishing himself as one of the fastest young men in Britain.

He won the junior British karting championship in 1979 and the senior British karting championship in 1982 before moving into Formula Fords. Despite a good start at the Festival, his early efforts quickly came to grief when he got a wishbone through his leg in his second race.

"It was bad but more disappointing than anything," he said. "I thought I had made a good impression at the Festival and I was keen to carry on and get going until that accident in my second Formula Ford race at Oulton Park.

"Then I joined the Quest team and soon it was Formula Three. I had about six races and did quite well . . . I got a fourth, a second — in the Cellnet Super Prix, another fourth and did alright. That must have been 1986 . . ."

An accurate memory for matters not directly involved with the car or its performance (like dates and locations) is not currently part of the Herbert repertoire of public relations skills, though he is obviously keen to work on it.

"In 1987, I joined Eddie Jordan racing and also had a test with Benetton. I won the British Formula Three championship that year and did well in the test. I was quicker than Boutsen and only about two-tenths of a second behind Senna, I think.

"I think I was also quicker than Warwick and Nakajima. The next step was obviously Formula 3000 this year, 1988. The rest you know."

This year has obviously been a mixed one for Herbert. Having established himself as quite the outstanding prospect in British racing, he then suffered the terrible injuries of his crash at Brands Hatch which have consigned him to plaster, wheelchairs and frustration ever since.

The accident came only shortly after his highly-successful Monza test session with Lotus, a session which left French designer Gerard Ducarouge drooling and drawing lavish comparisons with Senna, one of Herbert's rivals in early karting days.

Frank Williams and Ken Tyrrell also joined the queue of admirers of the young Romford-based star at about the same time. For a time, it seemed Herbert had the world at his feet . . . until, in a flash of horror during the Brands Hatch pile-up, Herbert was struck by the vision that he had lost both legs.

"I can only remember bits of the crash really. I can't remember the second impact. I've seen the video and because it was not my fault I felt a lot better . . . I do remember going backwards and spinning. When I looked down all I could see was a big hole.

"I couldn't see anything there. Where my legs should have been there was nothing and I thought I had lost everything from the knees down. I am lucky. I have recovered okay and I should be in full fitness for January without any metal in me — no pins or anything."

At the time of the accident (Sunday, August 21) Herbert was in the enviable position of being sought by two Formula One teams on a serious basis — Benetton, who had an option on him to the end of September, and Lotus. Eventually, of course, Benetton took up their option on the final day while the Lotus agents were waiting outside with all the contracts drawn up. "I like the Benetton atmosphere so I'm very happy," said Herbert. "But I am sure I would have been happy with Lotus too. They are nice and relaxed as well. Not too cold and serious about everything."

"I've always tried to be a smooth driver. It is the way I always was with karts and it has gone on from there. I am not a wild driver at all. Smoothness is important, I think. I don't like to go sideways because it is not so quick. There is no point."

Nothing has distracted Herbert from his ambition to succeed in motor racing. Not even the realisation that he would not be the world's greatest mechanic — a piece of news he took manfully when it was announced.

"It was when I was with Quest. They used to let me get really involved and I helped to change the engines and so on, but one day they told me they thought it would be better if I didn't help them any more.

"No, it wasn't because they wanted me to concentrate on my driving — it was to keep me out of the way. So I did — I had a van-driving job at the time anyway to keep me busy."

Next year, Herbert will be more concerned with the normally-aspirated engines of Formula One assuming he makes a full recovery from his injuries. Recovery and the attainment of the necessary level of fitness and strength to compete in Grands Prix has already begun with lengthy sessions of physiotherapy and exercises.

Indeed, Herbert spent the first two weeks of October in Austria at Feldkirch working under the supervision of Tony Mathis, the specialist who has overseen the fitness regimes of several other Formula One stars.

"It was hard work," said Herbert. "I had to work all day long on building up strength in my body. I am getting better all the time and have been on my crutches a little bit now. I am sure I'll be fine for January . . . it is certainly going to be a bit of a challenge." ■

BYRON YOUNG

SO MUCH TECHNOLOGY IN SO LITTLE SPACE?

From the official timers to British Athletics comes The Ultimate Chronograph, possibly the most sophisticated instrument of its size on the planet.

Four independently operated, precision motors housed in the world's slimmest quartz chronograph movement.

The measurement? An incredible 3.2 millimetres in depth.

Next to that, other chronographs look like handcuffs.

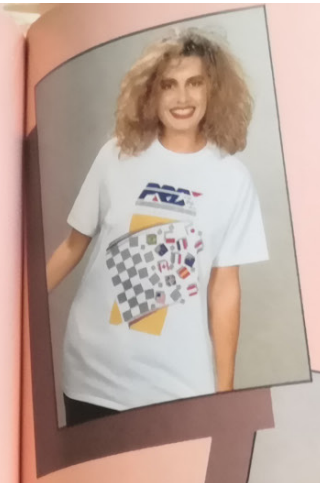
Alarm, split time stop watch, dual time, scratch resistant glass and pressure tested to 30 metres – on some models to 100 or 150 metres. In technology terms it's huge.

IT'S A QUESTION OF DETAIL

SEIKO

Prix Editions International Racing Jacket £35.50

TURN TO LAST PAGE FOR MAIL-ORDER DETAILS



LOOKS THAT MEAN GRAND PRIX

Prix Editions International T-shirt £5.00

Prix Editions International Designer Sweatshirt £15.80

PRIX EDITIONS INTERNATIONAL COLLECTION

NELSON PIQUET

LOOKING FORWARD TO 1989

Nelson Piquet, an optimistic and often frivolous man by nature, has admitted he will be glad to see the back of 1988. For the three-times world champion, it has been a year of frustration and disappointment.

"Looking back, it's true, it has been a terrible year. A bit of a disaster really," said the Brazilian Camel Lotus driver in the sunshine at Jerez as he contemplated the Year gone by. "But I am looking forward to next year. I love the sport and I always look forward to the next season.

"Especially if one particular year has not been kind to me, like this year. But it is not the first time this has happened to me. In 1981 I won the World Championship. In '82 I finished 11th, in '83 I was World Champion again. That's the way it goes in motor racing. Next year I could be World Champion again," said Piquet.

"Next year, I am sure it will be very different. We are already finding some big improvements and we will find some more. I feel very confident of that. Next year it's different engines, new cars. We will be competitive. You wait and see."

Indeed, after committing himself to another year with the Norfolk-based British Camel Lotus team, the Brazilian says 1989 could bring another summer of success in the yo-yo fortunes of his long and chequered racing career.

Many of the cynics have already scoffed at such a notion. The Judd engines which the Camel Lotus team will be using next year have earned a reputation of their own. The 'EFJ's' they have been dubbed by comics in the paddock . . . The Early Ferry Judds, meaning early ferry home for the team. But the recent results of the Williams and March teams — Ivan Capelli finishing second in Portugal — hardly bear out the humour.

"There was never any doubt in my mind about staying at Lotus at all. I never thought of going anywhere else. I have had ups and downs all through my career. I have always accepted that and I have always been going to stay at Camel Team Lotus.

"The engine for next year — the Judd — is going to be alright. I know what people say about it. But they are wrong. Why should it be anything but a good engine? And the Tickford head should give us an extra edge. The engine has proved itself this year. Look at the March and Williams results recently.

"It will be even better next year. This year we inherited many things that we couldn't change, now we have time to look at '89. We will start with a clean sheet, like I said, with new car and changes in the design team. I am happy about that — much happier than I am about talking of this year. There have not been many good times of me, have there?"

The Jerez race, held in the heart of Spain's sherry lands, was in many ways a typical 1988 race for Piquet. After qualifying ninth, he felt enthusiastic. In the race, he pitted early to change tyres and left himself with a lot of work to do. He finished eighth and surprisingly, was delighted . . . not in what he had done, although the effort had been magnificent, but in the potential he felt had been unlocked in the car for later races.

But that did not change the result. He was outside the points for the eighth time in 14 Grands Prix.

"The result did not show how close we were to a good all-round set-up," said Piquet afterwards. "The Honda engine was as powerful as ever. The gears and the clutch were great. The set-up was fantastic for the fast corners. Nobody could touch me in them . . . nobody.

"The only place we were not so good was in the slow corners and that's important here. Very important. And then, of course, I was held up by Warwick for 10 laps. It was a hard race, but I enjoyed it."

The words might be interchangeable with any of a half-a-dozen other Piquet disappointments in a year which had started so brightly. It was an interesting aside that Piquet, the man whose plain speaking had caused such consternation at the start of the season, could still manage to find good words for the engine manufacturer, Honda, who had powered him to his World Championship, but will be dumping him unceremoniously in 1989.

The announcement that Honda and their one-time star driver would be parting company was no-surprise, but that they had made the decision after two reasonable races certainly was.

Third in Brazil, third again in San Marino, it seemed Piquet and the Camel Lotus team were capable to mounting a challenge against the McLarens and perhaps beating them. But it did not work out that way.

As Ayrton Senna and Alain Prost began to turn the championship into a private contest, so Piquet's and the yellow and blue Camel Lotus's performance went into decline. A first lap accident at Monaco was followed by engine problems leading to a retirement in Mexico.

"When I hit the brakes for the first corner, I could see that I was going to get there at the same time as Warwick and Palmer," said Piquet, explaining his shunt at Monaco.

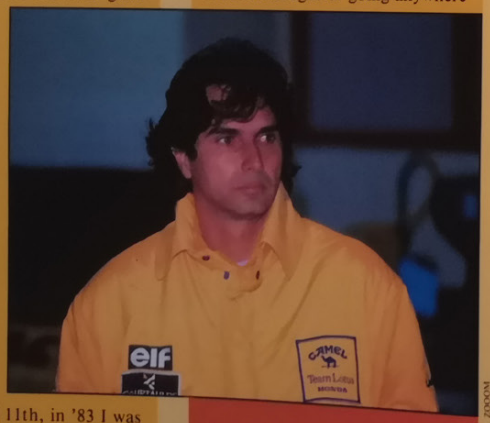
"Three of us needed the same piece of road at the same moment.

"There was nothing to do except pray. I lost a couple of places, but going up the hill to the Casino I couldn't feel any problems until I turned into the next corner. I had a big moment with understeer.

"I knew the front wing was damaged so I went straight to the pits and that was the end of the race for me. All over. At Monaco there is no room. I hate that race."

Mexico left the 1987 champion admitting: "It was very discouraging. The McLarens have a chassis advantage and Ferrari has made a big step forward. Both Satoru and I were forced to retire. That means we have lost the reliability which all our early-season testing had given us."

Piquet's seemingly laid back additude has often led to criticism that he doesn't care about his racing anymore, that the "racing edge" has been blunted by a millionaire's lifestyle away from the track. It is all wide of the mark. Through three world championships and a decade of topline performance Piquet has learnt to be philosophical. With a proven driving talent like his and a pedigree team like Camel Lotus, he believes things will come right eventually, maybe not this race, or the next but soon.



French designer Gerard Ducarouge leaves Lotus after four years.

Piquet — glad to see the back of 1988.

"Next year it's different engines, new cars. We will be competitive. You wait and see."

"Next year I could be World Champion again."

A time for introspection for both Piquet and Camel Team Lotus.

Piquet proved his point last year when he secretly tested and developed the Williams "re-active" suspension system that Nigel Mansell, had written off. It won it's debut Grand Prix and even Mansell was grudgingly forced to turn to the system as the championship battle wore on.

Canada resurrected Piquet's otpimism as he finished fourth and team-mate Satoru Nakajima came home 11th. But it did not last. In Detroit, Nakajima failed to qualify and Piquet failed to finish after an accident on the 25th lap.

Quite unexpectedly, but almost unnoticed, Piquet had slipped out of the scrap for glory. He was rarely close to the front row in qualifying and struggling to finish races. As a world champion, he had won few admirers or friends with his wayward and unpredictable behaviour. Now, few were mourning his hard times half-way down the grid.

Piquet is not bothered. "I never let the pressure of it reach me. I never read the newspapers and I never read anything about motor racing. I take a lot of time off. I enjoy my life, but I do my work seriously.

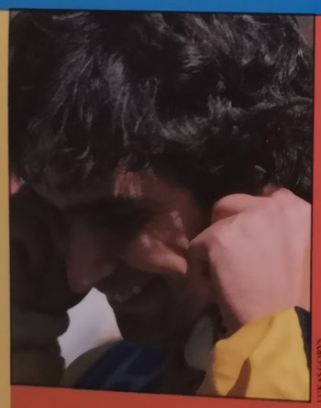
The high-speed circuits where the Brazilian is at his best — at Paul Ricard for the French Grand Prix, Silverstone for the British and Hockenheim for the German offered little compensation. Even with the advantage of his turbo-powered Honda engine and cockpit-adjustable Bilstein shock absorbers, he could only manage fifth in France and Britain.

In Germany, where, as with Silverstone, it rained, he crashed out spectacularly on the first lap — driving on slicks in atrocious conditions. "I like Germany and I like Hockenheim, but my good feelings have changed," he said. "I took a risk and it did not work out. "My fourth place in the drivers' championship was under threat. It was worth a risk. But it was a difficult decision to make. On the grid, it looked as if several of the normally-aspirated teams were going to try slicks and when Peter Warr said the weather looked better it seemed right for us too.

"At the first corner, though, the spray was unbelievable. It was very wet. When we got to that bloody chicane, I lifted off the accelerator and the car slid out of control. I could see a pile of tyres on my left and I hit them hard."

Further disappointment followed in Hungary where Piquet had won the two previous Grands Prix. He admitted beforehand he had no chance of a hat-trick and, after qualifying 13th, finished eighth again.

Another wet race followed at Spa.



An optimistic and often frivolous man by nature.

"There was never any doubt in my mind about staying at Lotus at all."

Piquet took ninth position on the grid and finished sixth, collecting a point for the last time in Europe this season.

It was a time of introspection for both Piquet and Camel Team Lotus. The team's announced it's French designer, Gerard Ducarouge, who has been with them for around four years was leaving.

Clutch problems ended Piquet's hopes in both the Italian and Portuguese races, leaving him hanging onto sixth position in the championship with just 16 points. It was a dismal situation for a man more accustomed to life at the front of the grid than the back. But Piquet faced it with equanimity. "It is like anything else in life ," he said. "You think about what you can do and you do your best. I can still drive well. And I still enjoy it. Maybe next year will be a really good one for me and Camel Team Lotus. That's what I feel at the moment, who knows?" ■

CAMEL CORNER

YANNICK DALMAS

a star of tomorrow

For many Formula 1 insiders who appreciate the inequalities in the sport Yannick Dalmas is one of the hottest new properties to emerge in Grand Prix racing in recent years. With his reserved behaviour he doesn't, at first glance, appear to possess the mettle and verve to cope with the strains of Formula 1 competition. But a closer look at his record shows Dalmas's ability for sparkling performances combined with a capacity for hard work.

The young Dalmas's destiny was without doubt influenced by living just eight kilometres from Paul Ricard Grand Prix circuit. But his calm character must derive from the surrounding rural setting of Le Beausset, village of Provence, where a superb cuisine and a continuous supply of home grown sweet wines made for a pleasant life under the hot Mediterranean sun.

Dalmas's philosophy throughout his racing career has been to use his first season as a learning year and then capitalise on that knowledge in the second year. Though handicapped by a normally aspirated LC Lola when turbos are still dominating their last season in Grand Prix racing, Dalmas has had the opportunity to perfect his trade at the highest echelon while coming to grips with complex car settings and a variety of circuits around the world.

He first launched himself into a motor sports career as a teenager, aged just 14 he made his debut not at the steering wheel of a car but on an enduro motor bike. Dalmas turned professional after just two years having finished runner-up in the French 50cc championship. In 1978 he switched to motor cross but the price of top-line competition was high, not in money terms but in terms of injury. Dalmas was frequently injured and it was only after he recovered from a complicated arm fracture that he decided to turn his attentions to motor racing.

Almost immediately his talent on four wheels began to emerge. In 1983 he started his first race from pole position and went on to win three races. Three victories was a small tally to build a career on but it was three races in the context of some of the hardest competition in motor racing: young drivers reaching for the stars and prepared to take almost any risk.

Dalmas was retained by the Oreco team

BY BOJAN PROSENC

OPEN FOR POWER

WYNN'S INJECTOR CLEANER

PERFORMANCE PLUS BIG SAVINGS

- ★ Cleans injectors on petrol and diesel engines
- ★ Removes condensation water in fuel tank
- ★ Prevents rust and corrosion

Simply add Wynn's Injector Cleaner to a full tank every 10,000km. This combats the build-up of deposits in the fuel system. More, it safely cleanses the system.

So you save on expensive repair bills. AND you get better performance, better starting and more mpg!

If your engine is hesitant or worse, don't hesitate yourself. Use Purple Power from Wynn's.

WYNN'S VALVEGUARD LEAD SUBSTITUTE

PROTECTION WITHOUT POLLUTION

- ★ Replaces lead protection in low- and no-lead fuels
- ★ Prevents metal-to-metal contact and valve seat wear
- ★ Cleans carburettors, injectors and fuel systems

Just add Wynn's Valveguard Lead Substitute to the fuel tank before each fill. This prevents valve seat recession in engines designed for leaded fuel AND boosts lubrication in low- and no-lead fuels.

Recession is caused by poor lubrication with high-stress operation when exhaust valves actually sink into their seating. Don't risk this expensive engine damage.

If your engine is pinking, use Purple Power from Wynn's, today!

For full technical information about our hi-tech fuel products, please write to our Technical Department.

wynn's

Wynn Oil (UK) Limited, Unit 3, Headley Park 9, Headley Road East, Woodley, Berks RG5 4SQ ... Tel: (0734) 692412.

the following season and justified team boss, Hughes de Chaunac's faith, winning the championship in '84 with six victories and four second places. Between races Dalmas kept his had in, and earned valuable pounds by working at the Paul Ricard racing school.

The French Formula 3 Championship was the logical step for the rising young racing star and he eagerly took it, remaining with the Oreca team and driving the second car alongside Pierre-Henri Raphanel. It was an impressive year for Dalmas. In his first season of Formula 3 he finished runner-up in the championship. He was yet more impressive the following season, and just as he had done in '84, Dalmas won six races. His favourite, and probably his best, was his victory in the Monaco F3 classic supporting the Grand Prix which attracts the top Formula 3 drivers from around the globe. Until then Dalmas had been a leading French driver, following it he was a leading driver on the international stage.

His relationship with the Oreca team continued as he moved up to Formula 3000 in 1987. The young enduro-racer has climbed almost to the pinnacle of his chosen career and to heights many could only dream of. At the same time it was to be one of the hardest year's of his racing career. He contested the championship against established names such as Modena, Perez-Sala, Moreno.

It was to be a testing year of highs and lows for Dalmas. In the opening round at Silverstone he qualified fifth, on a circuit he did not know well, and retired early after tangling with Sala, Jones and englishman, Russell Spence. Dalmas qualified on pole position in the second round at Vallelunga, but crashed heavily on the ninteenth lap and was ruled out of the race and the following round in Spa.

ZOOOM

His return was to mark one of the biggest moments of his career. He qualified third and then rocketed around the tight street corneres of Pau to win his first Formula 3000 race — by almost 10 seconds from Canadian John Jones.

A combination of bad luck and lack of experience resulted in a 17th place finish at Donington but with the reward of knowing he was still on the pace by setting the fastest race lap. At Enna a sticking throttle pedal side-lined him and in the following round at Brands Hatch, despite being down on power and tangling with Modena, he still managed to set fastest lap. In Birmingham, where Dalmas again had the chance to revel in the challenge of a street circuit, he was side-lined by gearbox problems. Before the end of the season he managed another decisive win before flying to Mexico for his Formula 1 debut.

ZOOOM

The tiny, well-run Larrousse Calmels team, fielded a second car for the first time that year. Impressively calm and in control, Dalmas managed to be immediately quicker than his team-mate, Philippe Alliot, with whom he shared the 12th row of the start grid — ahead of more experienced compatriot, Philippe Streiff, in Courtaulds Tyrrell. Dalmas cooly steered his Camel sponsored Lola up the rankings to finish in an impressive 9th place, albeit four laps down on the leaders. "In Mexico, I was more than anything else, happy to be there. I was very, very pleased to have the experience of driving alongside all those well known names. It was a good experience," admitted Dalmas.

Dalmas continued to apply the "learn and finish" philosophy when the championship moved to Japan, and the Suzuki circuit. As the championship battle between Nigel Mansell and Nelson Piquet reached its climax Dalmas was continuing to ply his trade. He started from the 11th row and finished 14th.

The last Formula 1 race of the season was held on one of the southern-most tips of Australia — in Adelaide. For

the young Frenchman it was to be a real surprise. Starting from the 11th row again Dalmas put in an excellent performance, finding a balance between the way he really loved to race — pedal on the floor — and the way he should drive — conserving the machinery. After a tiring race of attrition that accounted for much of Formula 1 field, and many more experienced drivers, the chequered flag fell on the Dalmas in sixth place. Half an hour later he was promoted to fifth when Senna's Camel Lotus was disqualified from second place for a technical infringement surrounding the size of the front brake ducting.

The result gave Dalmas two golden championship points, worth their weight in gold in the race prize fund but more importantly in terms of the credibility of a struggling driver in only his third Grand Prix. Even so Dalmas refused to consider he had finished anything but sixth — that, he felt, had been earnt. "For me, I was sixth, not fifth but sixth, and I am very happy with that," he commented modestly. "My driving in all three races was the same — I made no mistakes. I must admit my sixth place in Adelaide was the result of how the race was going. It's a hard race on the machinery. I took some drivers, I had some luck, but most of all I made no mistakes."

It was an impressive end to the season and assured Dalmas of a permanent seat in the all-French team for 1988 alongside Philippe Alliot.

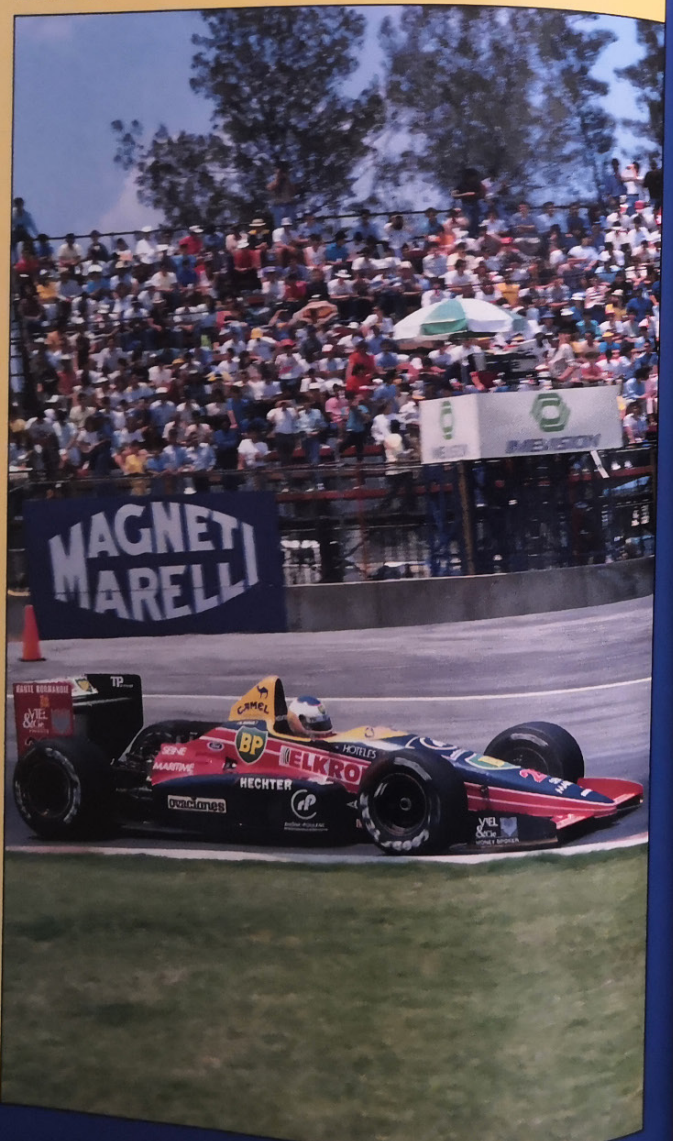
"At the beginning I had no intention of comparing myself with Philippe, who has vast experience in Formula 1. My aim was to learn, study the circuits and the car's performance. To drive in Rio or Jerez made no big difference to me, since I had to learn almost from scratch in both places," says Yannick today.

In the shade of the turbo powered cars he had time to study and develop his performances step by step, sometimes handicapped by mechanical failure or a set-up that wasn't quite perfect. As '88 progressed Dalmas came close to scoring his first points on two memorable circuits, Monaco and Detroit." I came so close in Monaco," said the Frenchman. "I was about to score a point by finishing sixth and then Patrese went by me. It was a shame."

Many of today's drivers, like Camel Lotus driver Nelson Piquet, the 1987 World Champion, hate Monaco's cramped streets. Dalmas has a different view. "I like the circuit because it is so demanding. Drivers have to be so precise in everything they do. There is no room for error. Spectators are closer there and high up on balconies, so they can see everything you do — and they can judge your precision or your mistakes."

Downtown Detroit brought him another seventh place despite the track conditions and Dalmas was pleased with that following on his spectacular practice accident at Montreal the week before. But it has been a hard time for the tiny Larrousse team. There had been several accidents, the most spectacular of which had been Alliot's in Mexico. He rounded the final bend and inexplicably turned sharp right into the pit wall and then barrell rolled for 50 yards, disgarding wheels and engine parts in every direction as it went. Mercifully Alliot emerged from the muddy black monocoque without serious injury but the legacy of a few races like that was a shortage of spare parts and Dalmas' first non-qualification. This was the real Formula 1; the continual roller coaster between success and failure but Dalmas coped with it admirably.

With this year's experience and new technical rules next year that permit only three and half litre normally aspirated engines, Dalmas is looking forward to the 1989 season hoping he will have the chance to show his true worth. With his reserved manner and his boyish bushy hair and a true racing talent that many have already recognised Dalmas could soon be a refreshing new face on the victory rostrum. ■



ZOOOM

TOUGH IN 1988

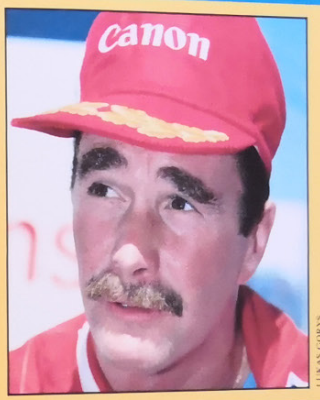
MANSELL

When the going gets tough, the tough get going.

The going was incredibly tough for Nigel Mansell in 1988.

To set the scene:— In October 1985 Mansell won his first Formula One race — the Grand Prix of Europe at Brands Hatch. After 71 often frustrating Grands Prix without victory, Mansell's career took a sharp turn for the better.

From that day in October until he crashed in Japan two years later, Mansell was the fastest driver on the Grand Prix trail. He racked up 13 wins; started from the front row of the grid a record 16 times; qualified on the pole 12 times; and twice just missed being world champion.



LUCAS GOBYS

During that two-year period Mansell won more races and scored more points than any other driver.

In 1988 Mansell didn't even finish a Grand Prix until mid-season.

Mansell's career before the start of the 1988 season has already been well documented in Prix Editions and other publications. But what about 1988? And what about the future?

At the Spanish Grand Prix Mansell took the time to talk with Prix Editions about his 1988 season and the future. This interview is compiled from that interview plus interviews Mansell gave to the press throughout the year.

First question. After the going got tough,

SPORTING PICTURES (U.K.)

After 71 Grands Prix without victory, Mansell's career took a turn for the better.

was it tough to get going and motivate himself?

"Motor racing is very difficult and very hard," Mansell said. "But because we love it, once you're actually doing the job you can remotivate yourself. But it isn't easy."

"I'm doing exactly the same job I did last year," he said, "perhaps driving even harder."

There was no question about Mansell's motivation when the 1988 Grand Prix season opened in Brazil. The Britisher arrived in Rio de Janeiro minus the moustache he had worn for 17 years (he shaved it off, he quipped, to save weight). In qualifying he gridded his Canon Williams Judd FW12 second.

That and his number two starting spot in Hungary gave Mansell some satisfaction. "The thing I can look back on," he said, "is that I've been the only normally aspirated car to be on the front row with the McLarens."

Indeed, with two races to go in the season, Mansell was a member of a select group which consisted of himself, Gerhard Berger and Michele Alboreto. These three were the only drivers to push the McLaren Hondas off the front row of the grid.

The Brazilian Grand Prix saw Mansell drive with savage ferocity as he chased Gerhard Berger and Alain Prost.

So far so good. It seemed that Mansell and his non turbo Williams Judd would be a factor in the 1988 season. But the season was young and no one yet knew that the McLarens were invincible. And Mansell and the Williams team had yet to discover just how frustrating their year would be.

Mansell eventually retired when his Judd motor overheated. Engine troubles would plague the Williams team all year long. The word "plague" according to Websters dictionary means: a pestilential epidemic disease; severe trouble; scourge; a nuisance; harass; annoy; afflict with the plague.

That just about sums up the first half of Mansell's 1988 season as he retired from seven straight races. Brazil — overheating; San Marino — electrics; Monaco — accident; Mexico — engine; Canada — engine; Detroit — engine; France — suspension.

For the San Marino Grand Prix Mansell had qualified 11th. It was the first time in 17 races that he hadn't qualified on the front row, and when he looked in his mirrors he saw cars he had never seen before!

But every cloud has a silver lining. What does Mansell consider his silver lining of 1988? Mansell: "Silverstone."

Ah, the 1988 British Grand Prix. Since winning at Brands in 1985, Mansell has always excelled in front of his home crowd. He won the 1986 and 1987 British Grands Prix, out dueling Nelson Piquet on both occasions.

In the streaming rain of Silverstone '88 Mansell finished second behind Ayrton Senna's McLaren.

Mansell has never liked active suspension: it's a distaste which stretches back to some unpleasant surprises with the Lotus system in 1983. When Williams started working with their active ride in 1987, Mansell was a reluctant participant. So he was relieved when Frank Williams and Patrick Head agreed during practice for the '88 British Grand Prix to "deactivate" the cars and revert to conventional suspension.

Finally Mansell could charge with confidence.

"It was one of those situations," he said of the active ride, "that when the car was working it was OK. The problem is that when it doesn't work, it's very dangerous. Needless to say I had a few problems with the active car. That's why I lost my enthusiasm for the car because it could make you have an accident when you were doing nothing wrong."

Silverstone was also the scene of Mansell's announcement that he would join Ferrari in 1989.

"I was with Lotus for four years," Mansell said. "And I was at Williams for fours years. The time was right for me to change to Ferrari."

Was there one major reason for his split with Williams? "I think, in a nutshell, losing the Honda engines," Mansell said, "We had them in the contract for this year, and it was deemed fit with Frank Williams and Patrick Head . . . not to use Honda engines. I didn't like this decision."

Back to racing and back to retirements. Mansell spun his Williams out of the German Grand Prix.

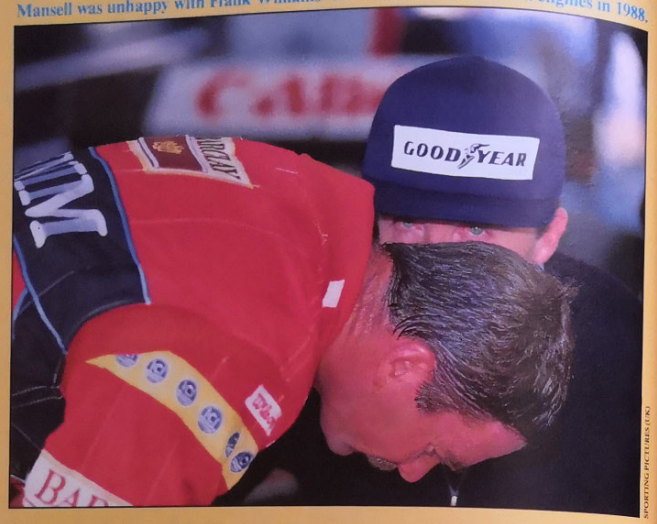
Then a long and severe bout of the chickenpox hit Mansell. Hard.

In retrospect Mansell agrees that he tried to race too soon after his illness. But the Hungarian Grand Prix was one of the few races all season where the non turbos could challenge the turbos. Even the McLarens. During qualifying Mansell traded the pole with Senna, and eventually he gridded his Williams second. During the race he chased Senna closely until finally, completely exhausted, Mansell retired.

A second bout of the chicken pox caused Mansell to miss the Belgian and Italian Grands Prix. He was back in the cockpit in Portugal.

During his illness he had grown a beard. Now he had shaved it off but kept the moustache. "I had a full beard and couldn't recognize myself," Mansell joked. "I thought I would shave off my beard and see if I'd recognize myself with the old moustache."

Mansell was unhappy with Frank Williams' decision not to use Honda engines in 1988.



SPORTING PICTURES (UK)

LUKAS GORYS

Engine troubles have plagued the Williams team all year long.

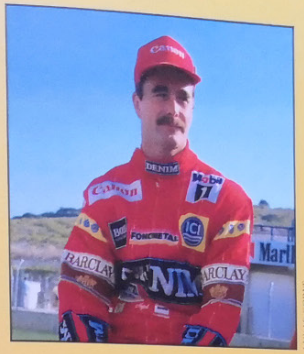
The vintage Mansell was back, too. His fitness finally over, Mansell was able to battle with his old adversary Senna until tangling with Jonathan Palmer.

Jerez, the tight and twisting circuit which is the sight of the Spanish Grand Prix, was the final race of the 1988 season where the non turbos had a chance of winning.

Mansell missed the pole position by a .2 of a second, gridded third, and then spent much of the race chasing leader Prost. He ended up second, satisfied with the result. "Prost was the master today," Mansell said. "He drove a fantastic race. I had no chance to catch him. I think we (my team) had a good race. I have no complaints."

With his disappointing 1988 season coming to a close, Mansell looks forward to the new year.

"I'm doing exactly the same job I did last year, perhaps driving even harder"



LUKAS GORYS

manager, owner of a team, helping a team . . ."

Besides practicing golf, Mansell embarked on an "enormous" physical fitness training program. The chicken pox had taken a lot out of him, and he needed to get in shape for Ferrari.

John Bernard has changed much at Ferrari, yet the classic Ferrari problems — such as the intense politics within the team and the Italian press who constantly look for trouble — remain. Does this worry Mansell?

"I think when you change teams you have one set of problems with the existing team and when you go to a new team you have another set of problems. I don't believe that everything will be rosy, but . . . the time is right to change."

The new rules will ban turbos, and Mansell is looking forward to the normally aspirated season. "I think the regulations for next year are very exciting," he said. "I think that it will be the best year in Formula One in recent years."

Mansell's Ferrari will carry number 27, the number used by Gilles Villeneuve. "It's special because Gilles was a good friend of mine," Mansell said. "It will be an honour to race number 27."

As for racing in 1988 and beyond, Mansell said, "While I'm still capable of winning, still quick and competitive, I will go on for a long time." ■

AUTOSPORT

But first there was the Australian Open. Mansell practices golf nearly every day, and takes tips from his mate — golf pro Greg Norman.

The quiet golf greens seem far away from the noise and speed of a Grand Prix. Yet the concentration and competitive nature of the two sports are similar, Mansell said. "In golf you try to score better than par," he said. "A par is a lap record, and you're trying to beat the lap record all the time."

Golf and motor racing will play a part in Mansell's life for a long time. "I think (that after retiring from driving) I'll give myself one year off and play golf everyday and see how good I can get," Mansell said. "But I would like to be involved in Formula One for a long time. How? I don't know yet. Maybe as a team

AUTOSPORT

Mansell has always excelled in front of his home crowd.

Mansell considers Silverstone as his silver lining of 1988.

Canon THANKS NIGEL MANSELL ... 4 GREAT YEARS/

GRAND PRIX VICTORIES WITH THE CANON WILLIAMS TEAM ...

GOOD LUCK FOR THE FUTURE

ELECTR
COURTAULDS
Arai
CAMEL
Data General

GOODYEAR

Click!

Gordon Dawkins of Essex

£46 ($100 Aust)

1st

Thank you Amateur Photographer

In 1987 we introduced the "Click Competition" to Prix Editions International and the response was staggering.

We have decided to reintroduce the "Click Competition" in every issue of Prix Editions International with this months winners.

Thank you to everyone who entered — the selection process was made difficult with over 200 entries and a thousand photographs to choose from.

We look forward to receiving your entries for future competitions and please keep in mind that photographs must be of Formula One and can be vintage or historical. So go to it and catch the excitement of Formula One.

All photographs will be returned if a stamped, self-addressed envelope is included.

Australian, New Zealand, U.S.A. and Canadian entries should be sent to:

Prix Editions International
Murray-Bond Corporation Pty. Ltd.
"Click Competition"
2nd Floor
300 Flinders Street
ADELAIDE S.A. 5000
AUSTRALIA

U.K. and European entries should be sent to:

Prix Editions International Ltd.
"Click Competition"
Surrey House
34 Eden Street
Kingston-upon-Thames
SURREY KT1 1ER
ENGLAND

2nd

£35 ($75 Aust)

Derek Bochel
of Nairn
Scotland

£23 ($50 Aust)

Stan Zivny
of Waiblingen
West Germany

3rd

4th

£12 ($25 Aust)

Michael Jennings
of Kent

MESSAGE FROM THE PUBLISHERS

In 1987 we introduced Prix Editions International to Formula One fans in Australia.

Such was the response that by March 1988 we had no alternative but to release the magazine worldwide and to open our London office. Through 1988, the international success and recognition that Prix Editions International has enjoyed has once again forced us to announce a further exciting development.

Commencing in 1989 Prix Editions International will be released 7 times during The Formula One season.

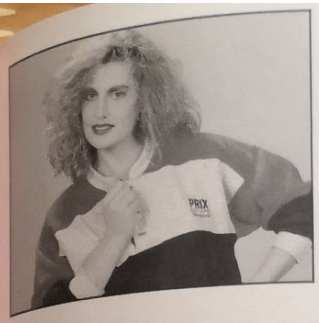
We invite you to take advantage of our special subscription offer on the opposite page so that you can be kept completely up to date with all the latest news in Formula One.

Thank you for making Prix Editions International the successful publication that it has become.

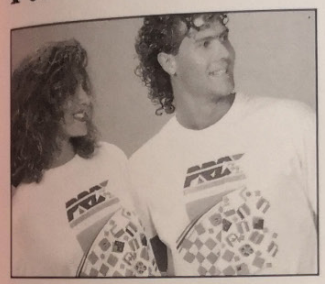
The Publishers

Sallyanne Bond

Peter A. Murray



Looks that mean Formula One . . .



Please send me . . .

☐ **PRIX EDITIONS INTERNATIONAL RACING JACKET** @ £35.50 each including Post, Packaging and VAT. Made in the U.K.
☐ Small 36" ☐ Medium 38" ☐ Large 40" ☐ Extra Large 42"

☐ **PRIX EDITIONS INTERNATIONAL T.SHIRT** @ £5 each including Post, Packaging and VAT.
☐ Small 36" ☐ Medium 38" ☐ Large 40" ☐ Extra Large 42"

☐ **PRIX EDITIONS INTERNATIONAL DESIGNER SWEATSHIRT** @ £15.80 each including Post, Packaging and VAT.
☐ Small 36" ☐ Medium 38" ☐ Large 40" ☐ X Large 42" ☐ Red ☐ Black

QUANTITY	SIZE	JACKET £35.50	DEESIGNER SWEATSHIRT £15.80	T.SHIRT £5.00
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....

or charge to my . . .
☐ Access ☐ Visa ☐ Diners ☐ American Express

ACCOUNT NAME ..... EXPIRY DATE .....

CARD No.

NAME .....

ADDRESS .....

..... SIGNATURE .....
(Order not valid unless signed)

Send this order to: **PRIX EDITIONS INTERNATIONAL**
SURREY HOUSE, 34 EDEN STREET
KINGSTON UPON THAMES
SURREY KT1, 1ER, ENGLAND
Or Phone **(01) 549 3444**

All prices include postage within the United Kingdom, European orders please include £1.50 airmail postage and handling. Please allow 28 days for delivery.

DECEMBER 1988

7 ISSUES for just £21.

Yes, Prix Editions International will be released 7 times a year commencing in 1989

ORDER YOUR SUBSCRIPTION NOW

I enclose a cheque/money order for (please tick)
Please make payable to: PRIX EDITIONS INTERNATIONAL LTD.

UNITED KINGDOM
☐ £21 1989 SUBSCRIPTION — 7 issues
☐ £12 1988 BACK COPIES — 4 issues
☐ £ 6 1987 BACK COPES — 2 issues

USA and CANADA (Pounds Sterling) Sent Airmail
☐ £33.40 1989 SUBSCRIPTION — 7 issues
☐ £19.50 1988 BACK COPIES — 4 issues
☐ £10.50 1987 BACK COPIES — 2 issues

EUROPE (Pounds Sterling) Sent Airmail
☐ £26.60 1989 SUBSCRIPTION — 7 issues
☐ £14.83 1988 BACK COPIES — 4 issues
☐ £ 7.90 1987 BACK COPIES — 2 issues

or charge to my . . .
☐ Access ☐ Visa ☐ Diners ☐ American Express

ACCOUNT NAME ..... EXPIRY DATE .....

CARD No.

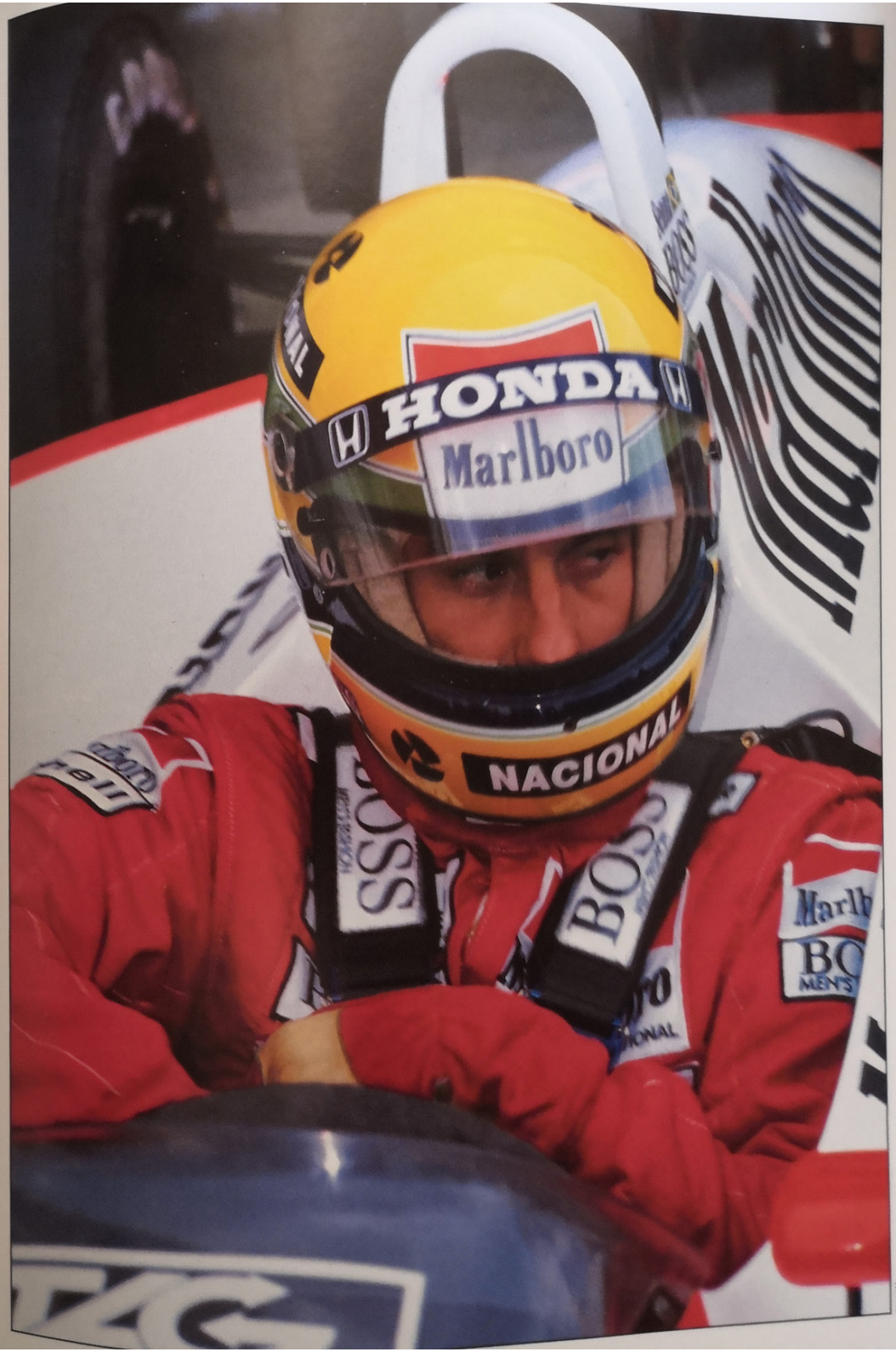
NAME .....

ADDRESS .....

..... SIGNATURE .....
(Order not valid unless signed)

Send this order to: **PRIX EDITIONS INTERNATIONAL**
SURREY HOUSE, 34 EDEN STREET
KINGSTON UPON THAMES
SURREY KT1 1ER, ENGLAND
Or Phone **(01) 549 3444**

DECEMBER 1988


HONDA
Marlboro
NACIONAL
BOSS

LIGHT UP A LEGEND

MIDDLE TAR As defined by H.M. Government
Warning: SMOKING CAN CAUSE LUNG CANCER,
BRONCHITIS AND OTHER CHEST DISEASES

Health Departments' Chief Medical Officers